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MOTORSPORT NEWS

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EXCLUSIVE Q&A: GABRIELE TARQUINI



**F1 battler and BTCC champion
tackles the readers' posers, p20**

Austrian Grand Prix winner urges Ferrari to double down on reliability

LECLERC HOLDS HIS NERVE FOR RED BULL RING VICTORY



Leclerc had to battle
ahead of Verstappen

By Matt James

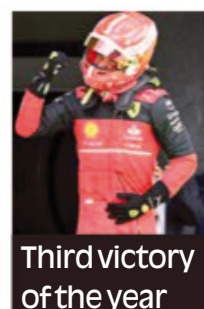
Charles Leclerc has thrust himself back into the hunt for this year's Formula 1 title as the Ferrari man got back to winning ways in Austria last weekend – although he feared he would not make the finish.

The Ferrari driver had overtaken rival Max Verstappen and was cruising to victory when a throttle problem meant he faced a nervous end to the race as the car was struggling to slow down. "It was really bad," he said afterwards. "Especially [Turn] two, three and four was a disaster because the car was pushing a lot

with the throttle being extremely inconsistent. I just had to manage it, but at the end, I got to the finish line and in first position, so very happy."

Max Verstappen was second for Red Bull. The Dutchman still leads the points table, and is now 38 clear of Leclerc.

Full report, page 4



Third victory
of the year

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MOTORSPORT NEWS

INSIGHT

UNDER THE SKIN OF A NEW LEGEND

We look at the Porsche 963
LMDh challenger **p18**



REPORT

PRYCE GETS HIS BRC REDEMPTION

Volkswagen man dominates
Nick Grist Stages rally **p28**



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COMMENT



Photo: Taneli Niinimäki/Rallism.fi, Motorsport Images, Jakob Ebrey

Ferrari had the upper hand over rival Red Bull throughout the Austrian GP weekend

FOCUSING ON THE BIGGER ISSUES

Even the television commentators were having trouble keeping up with the fruit machine-like nature of their timing screens at last weekend's Austrian Grand Prix as driver after driver was pinged for track limits offences. Some, the more frequent transgressors, incurred time penalties. Then, a few hours after the race had actually finished and Charles Leclerc had taken a victory which pushed the Monaco-born driver right back into the thick of the drivers' title fight, there was another missive to say that the top three finishers in the race – the Ferrari man, Max Verstappen and Lewis Hamilton – were in breach of a protocol directive that said they should not have "interacted" with their physios before the podium ceremony.

Track limits is always a hot topic (please don't mention it to British Touring Car Championship commentator and former title winner Tim Harvey unless you have a couple of days to spare). Sure, there need to be deterrents, but when it casts such a long shadow over the proceedings on the circuit then maybe there is another way forward. And there were instances where drivers who were simply out of control were deemed as guilty. It is not, no matter how you slice it, a pure judgement of fact.

As for the post-race statement from the organisers that the top three should report to the stewards to explain why they had breached protocol – do me a favour, please... I wonder if they were allowed to wear jewellery to this meeting...

Do you remember what happened just seven days before the Austrian GP? We were fearing for the life of an F1 driver in one of the most horrific accidents seen in years at the start of the British GP. Those are the issues that should be at the top of the agenda, not the piffling little matters that do nothing but make grand prix racing impenetrable to the casual observer. You have to feel that the priorities are skewed, somewhat.

Where it wasn't skewed was when it came to the unpleasant reports coming from the partisan crowd's behaviour, which was so prejudiced, sexist and extreme that it prompted F1 bosses to issue a statement and it say it will investigate the incidents further. And so they should. F1 and its fans did the sport no favours last weekend.

The incumbent of the readers' Q&A hot seat this week is one of the UK's favourite overseas drivers, Gabriele Tarquini. Not only had he won the hearts of enthusiasts everywhere for his performances in the true underdog chassis of grand prix racing, he then came to the UK and used his Italian flair and passion to dominate the 1994 British Touring Car Championship. He is very much an Anglophile and we are delighted he took time to speak to use. The interview starts on page 20.

As well as the usual features and reports, we have our monthly Motul-backed MN Poll, which is on page 34. Many thanks to the eagle-eyed readers who noticed we used a picture of Sir Stirling Moss in a Cooper last week when we meant to run a shot of a Lola Mk1. We have corrected that this week with a photo of Keith Ahlers' Mk1, which we think it is a fair swap. We are sure Keith would agree.

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MOTORSPORT NEWS

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The 1994 British Touring Car Championship winner tackles the MN readers' posers

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The Pryce is right: Welshman tops the BRC fight

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FORMULA 1 REPORT: AUSTRIAN GRAND PRIX

Photos: Motorsport Images, Red Bull Content Pool



Leclerc battled ahead of Max



Finally! A winner's trophy again...

LECLERC SURVIVES THE NERVOUS LAST MOMENTS

Ferrari nearly snatched defeat from the jaws of victory in Austria. By **James Roberts**



Sainz's car was in ruins after blaze

F1 RESULTS

Austrian Grand Prix Laps: 71 Distance: 190.420 miles
Track: Red Bull Ring

	DRIVER	TEAM/CAR	TIME
1	Charles Leclerc	Ferrari	1h24m24.312s
2	Max Verstappen	Red Bull	+1.532s
3	Lewis Hamilton	Mercedes	+41.217s
4	George Russell	Mercedes	+58.972s
5	Esteban Ocon	Alpine-Renault	+1m08.436s
6	Mick Schumacher	Haas-Ferrari	-1 lap
7	Lando Norris	McLaren-Mercedes	-1 lap
8	Kevin Magnussen	Haas-Ferrari	-1 lap
9	Daniel Ricciardo	McLaren-Mercedes	-1 lap
10	Fernando Alonso	Alpine-Renault	-1 lap

11 Valtteri Bottas (Alfa Romeo-Ferrari) -1 lap; 12 Alexander Albon (Williams-Mercedes) -1 lap; 13 Lance Stroll (Aston Martin-Mercedes) -1 lap; 14 Guanyu Zhou (Alfa Romeo-Ferrari) -1 lap; 15 Pierre Gasly (AlphaTauri) -1 lap; 16 Yuki Tsunoda (AlphaTauri) -1 lap; 17 Sebastian Vettel (Aston Martin-Mercedes) -1 lap; 18 Carlos Sainz (Ferrari) 56 laps/engine; 19 Nicholas Latifi (Williams-Mercedes) 48 laps/floor damage; 20 Sergio Perez (Red Bull) 24 laps/accident damage. **Drivers' championship:** 1 Verstappen 208; 2 Leclerc 170; 3 Perez 151; 4 Sainz 133; 5 Russell 128; 6 Hamilton 109. **Constructors' championship:** 1 Red Bull 359 pts; 2 Ferrari 303; 3 Mercedes 237; 4 McLaren 81; 5 Alpine 81; 6 Alfa Romeo 51.



Fernando Alonso charged from the back to the points

The age-old motor racing cliché, to finish first, first you have to finish, was never more true than in the dying laps of Sunday's Austrian Grand Prix.

Race leader Charles Leclerc was in a commanding position when he suddenly saw his Ferrari team-mate Carlos Sainz on fire at the side of the track. The Spaniard was on course to overtake second-placed Max Verstappen to make it a comfortable Ferrari 1-2, but a dramatic engine failure now made the scarlet pitwall – and Leclerc – very nervous.

There were just 14 laps to go when Sainz retired and at around the same time, Leclerc reported an issue with his throttle saying that it felt a bit “strange.” A few laps later, he was more agitated on team radio: “What’s happening with the throttle?!”

A problem with his pedal meant it wasn’t springing back to its rightful position and was stuck on at 20-30%. The slower corners, in particular Turns 3 and 4, were the trickiest as he had to lift and coast to control his speed. Sensing trouble, Verstappen upped the pace behind him.

On the pitwall Ferrari boss Mattia Binotto admitted he couldn’t watch the TV screens anymore. When Leclerc crossed the finish line just 1.5 seconds ahead of the Red Bull, there was a huge sigh of relief.

“Oh my God. I was scared, really scared,” said Leclerc. “It was very stressful. The last five races have been very difficult for myself and the team. I needed this one.”

Ferrari needed this one too. For once it was the Red Bulls that were lacking pace, thanks in part to them suffering more degradation with their tyres. Verstappen led away, but by lap 12 Leclerc had taken the lead by diving to the inside of the Dutch driver at Turn 4.

Max pitted on the next lap, but Leclerc was to stay out for a further 12 laps. It meant that on each occasion Leclerc made his pitstop



Hamilton took his fourth podium finish of the season after a strong race

after Verstappen, he had to pass him a further two times on-track – on lap 33 and 52. But both times were easy. At a circuit in which Red Bull has dominated so often in the past, it was disappointing for the many thousands of Dutch supporters who had crammed into the Red Bull Ring. And this weekend they were rather more exuberant with their orange flares than usual – and we’re not talking about trousers...

“It was important points for the team today, as Ferrari had the quicker car,” admitted Red Bull team boss Christian Horner. “Our tyre degradation was higher halfway through the first stint and was nowhere near what we saw the previous day in the Sprint race. They had a pace advantage so it gave them more strategic options. It was unlucky for them with Carlos, but we did get the fastest lap.”

Verstappen’s team-mate Sergio Perez couldn’t add to Red Bull’s points tally and was the race’s other high-profile retirement. He’d attempted to pass George Russell’s Mercedes around the outside of Turn 4 on the opening lap, but contact between the two sent the Red Bull spinning into the gravel trap. After 26 laps, and with a hole in his sidepod, he called it a day.

Russell was given a 5s time penalty for the

contact and he ultimately finished fourth, one place behind his team-mate Lewis Hamilton. It was a fine recovery for the Mercedes drivers, as both of them had shunted in Friday’s qualifying session. Hamilton’s car was effectively rebuilt and despite finishing over 40s behind at the flag, it was his third successive podium.

Behind Russell, and Alpine’s Esteban Ocon, was the racer who was awarded the Driver of the Day: Haas’s Mick Schumacher. Buoyed by scoring his first points at Silverstone, he managed to beat his team-mate Kevin Magnussen with Lando Norris finishing between the impressive Haas duo.

And as for poor Fernando Alonso... will his luck ever improve?

After suffering electrical gremlins ahead of the Saturday Sprint race, he started Sunday’s GP last. Running long he was set for a sixth-place finish, but had to make another late pitstop due to a vibration. Tenth and one point was little reward for the speed he’s continuing to show all year.

Alonso famously couldn’t win the World title for Ferrari. Now Leclerc has managed to score his first victory since April, can he get his World championship ambitions on track again?

RACING NEWS



Leclerc was happy with win

LECLERC THINKS HE IS BACK IN THE TITLE HUNT

Austrian Grand Prix winner Charles Leclerc says that his victory will give him fresh impetus in the second half of the Formula 1 season.

The Ferrari driver had not finished on the podium since the Miami Grand Prix in early May after a catalogue of problems for the Italian team. There were rumours of discord between the driver and team boss Mattia Binotto after a blundered strategy call at the recent British Grand Prix, but these were played down by the driver.

He admitted he and Binotto had frank talks after Silverstone, but there was accord in the team and he was optimistic over the remaining 11 races of the 2022 campaign. Leclerc is now back up to second place in the drivers' points, 38 adrift of table-topper Max Verstappen.

After his victory, Leclerc said: "[Following] hard race after hard race, it just felt like everything was against me. Finally we had a breakthrough good race today and it really feels good to win."

"The pace has been strong in the last five races. It is good to finally show it on a Sunday and having a clean weekend."

F1 TO LAUNCH INVESTIGATION AFTER FANS OVERSTEP THE MARK IN AUSTRIA

Bosses to speak to race promoters and security following ugly scenes at last weekend's Red Bull Ring grand prix

By Matt James

Formula 1 bosses will launch an investigation into abuse by fans that was reported in the wake of the Austrian Grand Prix last weekend.

The Red Bull Ring hosted a record crowd over the three days of the meeting but several fans posted disturbing images on social media describing racist and sexist attitudes of some others in the crowd.

In a statement issued before the race on Sunday, F1 said it would take the matter seriously and launch an enquiry.

It said: "We have been made aware of reports that some fans have been subject to completely unacceptable comments by others at the event."

"We have raised this with the promoter and security and will be speaking to those who have reported these incidents and are taking this very seriously."

"This kind of behaviour is unacceptable and will not be tolerated and all fans should be treated with respect."

Seven-time World champion Lewis Hamilton has also joined the debate. Posting on Instagram, the Mercedes driver wrote: "Disgusted and disappointed to hear that some fans are facing racist, homophobic and generally abusive behaviour at the circuit this weekend."

"Attending the Austrian Grand Prix



Bad behaviour from the fans was under the spotlight in Austria

or any GP should never be a source of anxiety and pain for fans and something must be done to ensure that races are safe spaces for all."

Hamilton, who crashed his Mercedes in qualifying, was the subject of a barrage of boos from the Max Verstappen fans in the nearby grandstand.

"I'm grateful that I wasn't in hospital, and I wasn't heavily injured, but you should never cheer someone's downfall or someone's injury or crash," Hamilton said.



Vettel was unhappy at briefing

VETTEL IN TROUBLE FOR DRIVERS' BRIEFING BUST-UP

Aston Martin driver Sebastian Vettel received a fine from F1 bosses after storming out of the pre-Austrian Grand Prix drivers' briefing.

The German is thought to have crossed swords with the sport's rulers over the officiating at some of the recent grands prix and left the meeting before it was concluded. He was fined \$25,000.

The FIA issued a bulletin on Saturday morning which read: "The driver, Sebastian Vettel, left the drivers' meeting that was held at 1930hrs on Friday, without permission, and expressing frustration at the meeting."

"Drivers are not free to leave when they want, this being a breach of the requirement to attend. Drivers at this level are role models for every driver around the world and in the opinion of the stewards Vettel failed to live up to that standard in this case."

Vettel finished 17th in the Austrian Grand Prix after contact delayed him in both Saturday's sprint qualifying race and Sunday's grand prix.

ZHOU CRASH DOUBLED FIA'S F1 IMPACT TEST

The Alfa Romeo team has said that the impact suffered by Guanyu Zhou during his horror crash on the opening lap of the British Grand Prix recently was more than double the energy that F1 cars are built to withstand.

While the Chinese driver was uninjured in the shunt, the car flew upside down across the gravel trap before coming to rest between the back of the crashing barrier and the metal retaining fence.

The current regulations stipulate that cars must be able to withstand impacts of 60kN laterally, 70kN longitudinally and 105kN vertically. However, the energy released in the crash meant that Zhou's car had gone way over those limits.

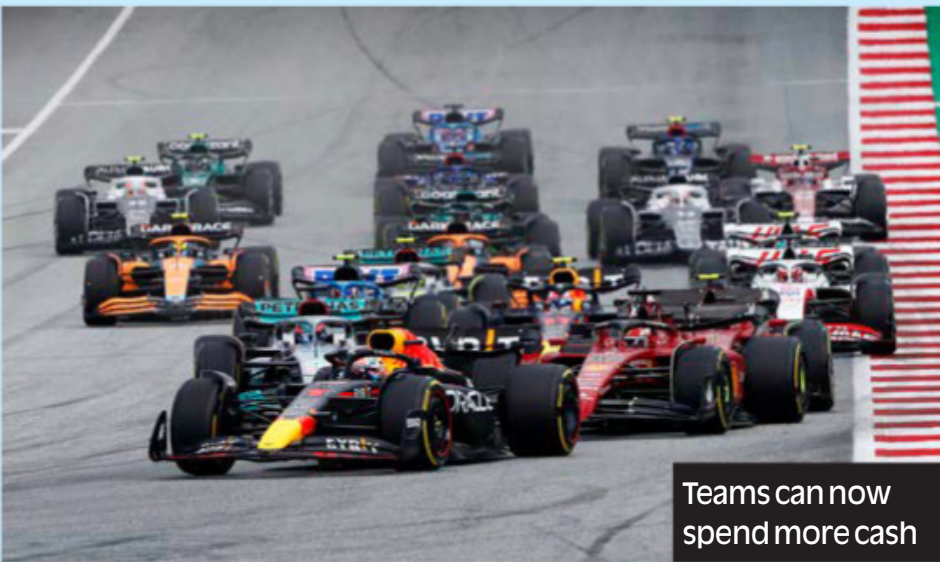
Alfa Romeo boss Fred Vasseur told autosport.com: "The first consideration is that the crash was something like two times more than the load of the crash test. It means, and I don't know if you look at the Tarmac, but we dug a groove into the Tarmac, for something like four or five centimetres."

"So it doesn't matter the level of the crash test, you can always find something a bit bigger. We'll see how we can improve the safety."



The Alfa was badly damaged

F1 ALLOWS A BIGGER SPEND AMONG BUDGET CONCERNS



Teams can now spend more cash

A rule tweak means that the budget cap in place in grand prix racing this season has been increased to cope with the global rate of inflation.

F1 bosses confirmed ahead of the Austrian Grand Prix that an extra 3.1% would be added to the allowed spent for this season. The figure had originally been set at \$140 million.

Several teams had expressed concern about making it to the end of the season, saying the restrictions were too severe.

In other regulation announcements, the FIA has said that it will introduce its measures to stop the cars bouncing at the Belgian Grand Prix in late August, rather than the initially mooted move at the French Grand Prix later this month.

A statement from the FIA following the recent F1 Commission meeting – which includes the teams, F1 and the FIA – added that the new for 2026 engine regulations are "close to finalisation".

VW Group brands Porsche and Audi are expected to confirm their entries into F1 from 2026 once the rules have been set down.

INDYCAR STAR HERTA GETS A TEST SHOT WITH McLAREN

Highly rated American driver Colton Herta was due to test for the McLaren F1 team this week.

The IndyCar driver, who has been a race winner this year and sits 10th in the USA contest, has been previously linked to a new grand prix team from Andretti Autosports. He was due to drive a 2021 McLaren at Portimao in Portugal in the early part of the week and has been tipped to step up to a race seat.

McLaren has a long-term deal with Briton Lando Norris, but there have been concerns over the lack of performance from his Australian team-mate Daniel Ricciardo, who is 12th in the F1 points table.

McLaren team principal Andreas Seidl said: "Colton is a proven talent in IndyCar. We will be interested to see how he adapts to a Formula 1 car."

"We believe this testing programme will provide him with valuable experience while demonstrating the benefit of expanding previous car testing to showcase promising drivers for the future."



Herta drove McLaren this week

RACING NEWS

VERSCHOOR STRIPPED OF FIRST F2 FEATURE RACE VICTORY

First-to-the-flag Richard Verschoor was kicked out of top spot in the Formula 2 feature race at the Red Bull Ring last weekend as scrutineers were unable to extract a fuel sample from his Trident machine – and the driver who was fourth on the road claimed the triumph.

Verschoor had chosen slick tyres as the damp track was drying at the start of the longer pitstop race and he dominated although his machine had ground to a halt on the slowing down lap with a lack of fuel.

Verschoor crossed the line ahead of Roberti Mehri (Campos), who was later given a five-second penalty for track limits infringements. When third-placed Jehan Daruvala’s Prema team was found to have illegally tried to dry the damp track ahead of the Indian’s car with engine fans ahead of the start, he was also slapped with a 20s censure.

That promoted Carlin’s Logan Sargeant to the triumph to mirror his victory of Silverstone seven days beforehand.

Kiwi Marcus Armstrong had dominated the opening sprint race on Saturday, holding Theo Pourchaire’s ART machine at arm’s length throughout. The winning Hitech driver crossed the line 1s ahead of his rival while Pourchaire was forced to turn his attentions to a late charge from Uni-Virtuosi man Jack Doohan.

Points leader Felipe Drugovich took fourth spot in the opener in his MP Motorsport machine and was 11th in race two. The Brazilian tops the points table by 39 marks ahead of Sargeant.

The F3 wins at the Red Bull Ring were shared between Isack Hadjar and American Jack Crawford.



Sargeant was a F2 victor



Alpine crew to the fore



Peugeot made WEC debut

Photos: Motorsport Images, Scuderia Ferrari

ALPINE CREW TAKE DRAMATIC WIN AS PEUGEOT MAKES WEC COMEBACK AT MONZA

Late clash mars sportscar round as the French firm strikes problems in Italy

By Matt James

Alpine crew Matthieu Vaxiviere, Nicolas Lapierre and Andre Negrao claimed a surprise win in the World Endurance Championship round at Monza last weekend as Peugeot struggled on the debut of its new 9X8 hypercar at the Italian venue.

Vaxiviere was handed the final stint in the six-hour race and entered the track

in third place. He quickly overtook the Toyota of Ryo Hirakawa and zeroed in on the leading GR010 of Kamui Kobayashi. The pair made contact while battling for top spot and the Japanese machine suffered damage, which forced it back into the pits.

The Glickenhaus of Romain Dumas, Pipo Derani and Olivier Pla had been on the pace all weekend and was in the hunt for victory, but a drivethrough

penalty and a subsequent turbo failure put paid to its hopes.

Both of the Peugeot 9X8 machines hit problems. The car of Jean-Eric Vergne, Paul di Resta and Mikkel Jensen suffered a lack of power after just 30 minutes and was forced to stop, while the second car of Loic Duval, James Rossiter and Gustavo Menzes also stopped out on track with transmission worries. It regained

the track and eventually finished 25 laps down on the winning car.

Victory for the Alpine crew means that they have a 10-point buffer at the top of the drivers’ championship over the Toyota squad of Le Mans winners Brendon Hartley, Ryo Hirakawa and Sebastien Buemi, which was second at Monza. There are two rounds remaining in the 2022 competition.



Ferrari was on Fiorano track

WRAPS COME OFF FACTORY FERRARI’S HYPERCAR TEST MULE

Ferrari has conducted the first test mileage with its new Hypercar with which it will rejoin top-flight sportscar racing as a manufacturer team.

The car, which ran in camouflaged livery, was entrusted to Alessandro Pier Guidi to undertake the initial laps at Fiorano.

Ferrari sportscar boss Antonello Coletta said: “This is a very exciting moment, eagerly awaited both by the people who worked on this project and Ferrari fans. Being able to touch the

result of many months of work, planning, and simulations gives us new energy and motivation.

“We are proud of what we have achieved, and although the LMH’s masking during testing hides the car’s volumes and styling, I think it is undeniably recognisable as a Ferrari.”

The car was due to begin a more intensive programme of testing later this month, and its contracted GT drivers – which include Pier Guidi and British racer James Calado – will undertake the initial work.

COULTHARD SAYS JUNIOR CLASSES NEED RETHINK FOR FEMALE DRIVERS

Multiple grand prix race winner David Coulthard says the set-up of some of the cars in junior racing is mitigating against female drivers making it to the top of the sport.

The Scot, who is campaigning to make motorsport a more level playing field across the genders, says running FIA Formula 3 and Formula 2 cars without power steering – which is fitted to F1 cars – means that the machines can be too physically demanding.

Coulthard said: “A grand prix car generates huge amounts of g-force, which is the neck and your internal organs and what have you. But the actual process of turning the steering wheel at 200mph pulling 4g is not difficult, because you have power steering.

“Formula 2 doesn’t have power steering, Formula 3 doesn’t have power steering. They are incredibly difficult.

“So we need to change as well not only in helping developing talent, but we need to change the mentality in these feeder formulas, which then do put let’s say a physical preference towards certain size and physically developed men.”



Chadwick addressed the issues

W Series points leader Jamie Chadwick said that she agreed with Coulthard. In an interview with the Press Association, the British driver said: “F1 is extremely physical, and we don’t know exactly what women are capable of in the sport. If you are aged 15 or 16, and go into car racing, without power steering and driving big heavy cars, a lot of women do struggle, even though they have been successful in go-karting.”

MORE ITV1 COVERAGE FOR BRITISH TOURING CAR CHAMPIONSHIP IN 2022

The next two rounds of the British Touring Car Championship will feature live coverage on the prime ITV1 channel as well as their usual home of ITV4.

Series organisers announced at the start of 2022 that the meeting at Brands Hatch Indy round in mid-May and Oulton

Park in early June would have a portion of the day’s broadcast put on the main ITV1 platform alongside the full race-day coverage on ITV4.

It has now been confirmed that the next races at Knockhill on July 31 and Snetterton on August 14 will also

be carried on the main channel.

BTCC chief executive Alan Gow said: “I’m really proud of this latest evolution in our partnership with the ITV Network.

“Having our Brands Hatch and Oulton Park race days feature across both the ITV main channel as well as the ‘home’ of the

BTCC, ITV4, earlier in the season was a brilliant addition to our already hugely expansive live free-to-air broadcasting coverage. This news only goes to further highlight the commitment and enthusiasm of the ITV Network to bring the BTCC to as wide an audience as possible.”



Cameras to roll again in the BTCC

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RACING NEWS

SMALLEY OPTIMISTIC AFTER SUPERCUP BOW

Adam Smalley is hungry for more after just missing a top-10 finish on his Porsche Supercup debut 10 days ago supporting the British Grand Prix.

Smalley, who sits four points off Porsche Carrera Cup GB's table top, got a one-off Supercup entry with CLRT, with his Redline Racing Carrera Cup mechanics on hand to prepare the car.

The 21-year-old Lancastrian was "gutted" to only qualify 17th of the 32 Supercup runners in a chaotic wet qualifying session. However come the race Smalley, after dropping back further at the start, made considerable progress and finished 12th, just behind CLRT team-mate Marvin Klein.

Smalley said: "We were properly in the deep end. In practice we ran race tyres from Imola. We missed the three-day official test, so everyone else knew where they were braking and which gears to use.

"It was a great experience and there was lots learnt to help my Carrera Cup GB campaign. I'm really looking forward to seeing what's next."



Smalley impressed on debut



Kart star Vieira is latest finalist

FESTIVAL'S TEAM BRAZIL SCHOLARSHIP BACK ON

Team Brazil Scholarship awarding a Formula Ford Festival drive to a promising Brazilian is back up and running after a year's postponement and has picked its latest finalist.

The inaugural contest was postponed last year due to Covid-related concerns, and the two finalists selected by that point, Gustavo Ariel and Leo Rufino, have been carried over to this year.

The third finalist was decided through the 2022 AMIKA Winter Tournament karting championship in Brazil that over 250 drivers competed in. Rodrigo Vieira won the 80kg category championship and was awarded the latest scholarship finalist slot. The 23-year-old has more than 10 years' karting experience and has won 13 titles.

The other three of the six finalists will be decided in the next two months. The scholarship's panel, using race results and interviews, will pick one finalist to race in the famous end-of-year Brands Hatch event.

Formula 1 star, and 1980 Festival winner, Roberto Moreno is one of the scholarship's judges, alongside three-time UK Classic Formula Ford champion Adriano Medeiros and veteran Djalma 'o Monstro' Fogaca.



Simmons is glad to be back out



Brit soon on lap time hunt

SIMMONS BACK BEHIND WHEEL IN EUROFORMULA

Rising star returned to racing last weekend after losing 2022 FIA F3 drive

By Graham Keilloh

British single-seater star Ayrton Simmons made his return to the driving seat last weekend in Euroformula Open after losing his FIA Formula 3 drive earlier this year.

Simmons, last year's GB3 runner-up, lost his Formula 1 support seat with Charouz Racing Systems after Bahrain's

March season-opener, for what he described as "surprising reasons that are completely out of my control".

The 21-year-old raced at last weekend's EFO Hungaroring triple header driving a Dallara 320 with the Drivex team, reuniting with his GB3 Chris Dittmann Racing engineer. Simmons raced in EFO during 2020 with Double R.

Simmons told Motorsport News: "We know the owner of Drivex Miguel Angel

[de Castro] quite well, and we were just having a conversation, he said he needed a driver for this race. He came forward with the opportunity and we took it, it's a great chance to show that we're still here.

"So far it's just a one-race thing. I'm very grateful for the opportunity after what happened, it's good to be out.

"It's like I never left, I jumped back in and was instantly looking for lap time.

No messing about. It's been a tough few months off not knowing what the future was going to bring, obviously it's still uncertain.

"The main aim was to get back out there and get into the swing of things.

"We don't know what the future will hold. Nothing's decided as yet, we've just got to be patient and whatever shows up, shows up. For 2023 there will be something planned."



Scottish FF1600 has had low entries

SCOTTISH SINGLE-SEATER SOLUTION SOUGHT

The Scottish Motor Racing Club has started a discussion about boosting the country's single-seater racing after a second Scottish Formula Ford round was called off due to a low entry.

Last Sunday's Scottish FF1600 Knockhill round was called off with only two cars entered, which followed from its June 5 Knockhill gathering also being cancelled. The preceding two rounds in 2022 were on shared grids and both had four entries registered for Scottish points.

SMRC's business development manager Rory Bryant told Motorsport News: "We've reached out to the Formula Ford registered drivers and said let's have a discussion about how we can turn this around. Any ideas are welcome.

"[It's] just a discussion to understand

what people think we should do and what the appetite is in Scotland for single-seater racing. Formula Ford, we have a championship there and we want to support that, but we are open to suggestions if there's other ways of getting a grid for Formula Ford to race within.

"We will [also] host a meeting. It would be an open invite and we welcome thoughts from anybody. It doesn't have to be via a meeting, people can email."

The club aims to have solutions before the next August 21 round.

"I think there is a perception of cost – and I say a perception because it's not necessarily any more expensive than racing anything else in Scotland – and complexity, which again is a perception," Bryant added.

LESS LIKELY LEWIS ON GP PODIUM

British Motorsport Marshals Club chair Nadine Lewis represented UK marshals on the British Grand Prix podium 10 days ago presenting Sergio Perez with his second-place trophy.

Lewis has been a UK marshal since 1997 and became the first volunteer to present a Formula 1 podium trophy, proudly wearing orange as she did so.

Lewis had thought she would be at Donington Park's MG Car Club/Equipe meeting that weekend, until

the Thursday before when she received a call from Motorsport UK CEO Hugh Chambers confirming she would get the F1 honour.

Lewis said: "It was a really humbling experience. This is just fantastic recognition for the volunteers who work so hard in all weathers.

"Without them it wouldn't function. Even if it's just turning up for a day at Oulton Park or Donington or it's for F1, then every day that they do matters."



Marshals' chair Lewis became first volunteer to present F1 trophy



Sun is shining on BRSCC BRSCC BULLISH FOR FUTURE

The British Racing and Sports Car Club has outlined its credentials as an innovative and customer-focused club after losing Caterham's championships to the British Automobile Racing Club (*see separate story*).

The BRSCC cited successes with its ClubSport Trophy, CityCar Cup, Fiesta championship and MX-5 championships, said there has been "an encouraging start" for its new SuperSport Endurance series, and that 25% of this year's 51st Formula Ford Festival grid is already filled.

BRSCC chairman Peter Daly said: "The BRSCC is continuing to evolve with new series and championships, and I believe that we are seen as a safe home for club and professional racers. Being a racing club, run predominantly by racers themselves, our full-time staff are constantly involved in conversations to explore new ideas and opportunities with potential clients as well as devising our own new series. "In 2022 grid numbers have been encouraging, and as the year progresses we along with our hugely valued volunteers will continue to work as hard as ever."

KIRKPATRICK TROPHY COMEBACK CANNED

Reigning MG Trophy champion Sam Kirkpatrick had to pull out from his planned one-off return to the category at Donington Park earlier this month due to his father's work commitments.

Kirkpatrick, 21, has concentrated on historic MGB competition this season, winning the MGB60 anniversary race at last month's MG Live. His planned modern-machinery MG Trophy comeback set up a showdown with dominant Jason Burgess, father of Kirkpatrick's 2021 rival Fred.

Kirkpatrick did however test an FIA Historic Mini Cooper S at Donington in the week after MG Live. The Mini belongs to Tom Bell who builds Kirkpatrick's engines. Kirkpatrick set rapid lap times and might race the car at some point in the future.



Kirkpatrick got historic Mini go

MSV UNVEILS WORLD-LEADING GREEN FRENCH CIRCUIT PLAN

Plans altered to instead create venue suited to battery-powered vehicles

Photos: Jakob Ebrey, Mick Walker



Big solar park
gives power

By Graham Keilloh

MotorSport Vision has unveiled fresh proposals for its Couvron track development in north-east France to establish the world's first self-sufficient eco circuit and lead in green motorsport offering.

Circuit owner MSV – which operates Brands Hatch, Donington Park and other venues – bought the 520-hectare former airfield in 2015 and initially planned to

build a fast five-mile circuit, suitable for high-performance cars, featuring a 1.5-mile straight.

However the Covid-related hiatus plus the rising costs and shift by major manufacturers to hybrid and electric vehicles has led to an MSV rethink. It now plans a shorter track layout better suited to battery-powered machines.

And energy for these vehicles will come from a 300-hectare onsite solar energy park producing around



The layout has been shortened to make it more suitable for electric

350 MWp of electricity. This will form one of Europe's largest photovoltaic green energy parks.

MSV intends that the circuit's use will be much the same as previously announced, with six race events per year plus other activities.

MSV's chief executive Jonathan Palmer said: "MSV has a great opportunity at Couvron to pioneer the ability for people to enjoy carbon zero motorsport by using battery electric

vehicles charged from green electricity from a vast onsite solar park.

"We are fully committed to embracing a future low-carbon world where we can.

"We recognise however that motorsport, which represents a minuscule fraction of the use of conventional fuels as compared to road transport, can only evolve in any significant way from using fossil fuels when affordable technology allows it to do so viably."



Campbell and
Webb step up

GT CUP PAIR TO RACE IN SPA BRITISH GT

Greystone GT will expand to a two-car British GT line-up for the championship's forthcoming Spa round with Iain Campbell and Oli Webb racing a second McLaren 720S GT3.

Campbell had his first full season of competition last year sharing a Greystone GT McLaren 570S GT4 with Webb in GT Cup, and they took the team's first podium finish at Snetterton in June. The pair, partnered with Jamie Clarke, then took class victory in January's Gulf 12 Hours then graduated to GT3 for a full GT Cup season and scored their first series win at Donington Park's season opener, using the same 720S they'll race in Belgium on July 24. They also

tested the car at the Belgian Grand Prix venue last month.

The Pro-Am pair will compete alongside the team's regular Silver-Am father-and-son duo Stewart and Lewis Proctor. It will be European Le Mans Series champion Webb's first British GT outing since a one-off Rockingham 2013 appearance in a Fortec Mercedes.

Campbell said: "This event is all about trying to measure ourselves against the field. I've been competitive against some of British GT's fastest Am drivers in the GT Cup, so seeing how they've performed in British GT gives me quite a lot of confidence that we can be somewhere in the middle order at least. If it goes well, we may look to do more races in the future."

CATERHAM SWITCHES TO BARC

Caterham's suite of championships will join the British Automobile Racing Club from next year after operating with the British Racing and Sports Car Club since the 1990s.

The BRSCC said the switch was related to its core strategy of growing a larger percentage of its own club-developed racing content, meaning it could not offer the track time and resources demanded by Caterham for 2023 without compromises to its own or customers' race programmes.

Caterham has five championships currently run with the BRSCC, and close to 200 drivers.

Caterham's chief motorsport and technical officer Simon Lambert said:

"We have enjoyed a long and successful partnership with BRSCC for more than three decades, and I could not be more grateful for the work the dedicated HQ and regional teams have done.

"Making the move to a new club has not been an easy decision, but as we continue to grow and step up our service, we feel the BARC are more closely aligned with our goals."

BARC group chief executive Ben Taylor added: "We have put a great focus on delivering for our championships and competitors, which has led to improved calendars, a commitment to quality live streaming and a financial model that returns a proportion of the revenue to successful championships."



The five Caterham championships will get a new home from 2023

RALLY NEWS

RAIKKONEN JR TO SET A NEW RECORD ON WRC DEBUT

Ex-Formula 1 racer's nephew gears up for Rally Finland in second season of rallying

Photos: Taneli Niinimäki/Rallism.fi, mcklien-imagedatabase.com, Hyundai, Toyota Gazoo Racing



Raikkonen Jr has run in the domestic championship



Chip off the old block: Justus

By Graham Lister

Kimi Raikkonen's nephew will make his World Rally Championship debut on Rally Finland next month, becoming the youngest driver so far to tackle the Jyväskylä-based event.

Justus Raikkonen is the son of the ex-Formula 1 racer's brother Rami and will be 17 years, four months and 25 days when Rally Finland begins on August 4 as round eight of the 2022 WRC season.

Raikkonen Jr, who has a background in karting, took part on his first rally in 2020 and is currently contesting his second full season in the sport. After five rounds he's fifth in Class 5 of the Finnish championship, which caters for nationally homologated 1600cc cars.

However, for Rally Finland, Raikkonen will step up to a Rally4-

specification Peugeot 208.

Mikael Korhonen, who has considerable experience at both national and international level and currently partners Junior WRC frontrunner Lauri Joona, will co-drive.

Kai Tarkiainen, the Rally Finland clerk of the course, said of Raikkonen: "He's been doing a lot of work on the pacenotes with his co-driver who's a great help for Justus in that respect because of his experience."

"All the cars [in Class 5 of the Finnish championship] are very equal to one another, there are well over 20 cars in that class and he's fighting in the top quarter."

Kimi Raikkonen made his Rally Finland debut in 2009 driving a Super 2000-specification Abarth Grande Punto. After crashing out at his first attempt, Raikkonen made two more appearances, scoring a best finish of ninth in 2011.

LATVALA: SAFARI FORM MEANS NOTHING IN ESTONIA

Elfyn Evans's Toyota team boss Jari-Matti Latvala insists the Japanese squad's top-four lockout on the Safari Rally last month will count for nothing on this week's Rally Estonia.

Estonia marks the first high-speed gravel event for the new hybrid-based Rally1 era and is in complete contrast to Kenya's rocky roads, which required a far more cautious approach.

"The result in Kenya was incredible for us but we are

now facing a very different challenge for the next two events in Estonia and Finland," said Latvala. "Up until now we have been concentrating on reliability, and although we of course want to maintain this, for these smooth and fast rallies we also need to focus on extracting the maximum performance. It will be a challenge for the drivers as well, because coming from a rough event like the Safari Rally it's easy to drive too

comfortably, and you need to attack from the start of the first stage or you can lose a lot of time. To do this they have to have confidence in the car and their feedback from our pre-event testing has been positive, so we're aiming for another strong result."

Welshman Evans continues to play catch-up in the WRC title fight and heads to Estonia sixth in the order but a massive 88 points behind his championship-leading team-

mate Kalle Rovanpera.

"Estonia will be the first really fast gravel rally that we've done with these cars, so the testing has been really important to try and prepare for that," said Evans. "I enjoy the high-speed stages we have in Estonia but it always helps a lot if you feel good in the car, so the target is to have a car that works well in all conditions and then hopefully secure a strong result at the end of the weekend."



Despite Safari win, Rovanpera will have to reset for Estonia Rally



Tanak will bid for glory

HYUNDAI'S STAR DRIVER TANAK WARY OF ESTONIA'S WEATHER THREAT

World champion Ott Tanak is hoping for a non-typical Estonian summer when he bids to win his home event for a fifth time this week.

Tanak is third in the championship standings after winning Rally Italy last month

and knows victory on Rally Estonia will re-fire his outside title chances. And by starting two places behind Finn Kalle Rovanpera, Tanak will potentially benefit from his slightly lower road position, providing it stays dry. "It depends a lot on the weather,"

Tanak said when asked about his leg one starting order. "During the summer season the weather can change often in Estonia. So, if it rains, that will always help the early runners. However, if we have dry weather, the opposite happens and it will be an

advantage for the later runners."

The works Hyundai driver continued: "Estonia is the first high-grip, fast event of the season. The precision needs to be at a good level together with the balance. Those two things combined gives the driver

confidence to do well.

"This season we have not always been so strong, but we've been working very hard to improve and close the gap to the strongest teams. In this situation every win feels very special and it will be the same if we win Rally Estonia."

JWRC BREAK A BOOST FOR UK'S ARMSTONG

Jon Armstrong reckons the long break in the Junior WRC schedule will help his bid to win the one-make title for Ford Fiesta Rally3s.

The JWRC drivers haven't competed since Rally of Portugal in mid-May and while 27-year-old Northern Irishman Armstrong heads the standings by a single point after three rounds, he's encountered issues on the last two events in Croatia

and Portugal.

"It's been a bit of a bad run really, and even though we're still leading the championship, we've missed out on a lot of good results," Armstrong told WRC.com.

"Things have been quite frustrating in that sense, so it's been nice just to sort of take a step away from everything and just relax for a while and then have time to prepare properly for Estonia."



Armstrong wants his luck to change

McERLEAN'S HIGH-SPEED LITHUANIA TRIAL

Josh McErlean headed to Lithuania last weekend to prepare for the upcoming World Rally Championship rounds in Estonia and Finland.

McErlean and co-driver and fellow Irishman James Fulton finished 10th on Rally Zemaitija, a combined round of the Lithuanian and Polish championships that ran on high-speed gravel roads, similar in nature

to what they'll experience on the next two rounds of the WRC.

"Our goal was to make progress [and use] the event as preparation for Estonia," the Motorsport Ireland Rally Academy-backed driver said of his first taste of high-speed gravel.

McErlean, who is among the 19-car WRC2 entry on Rally Estonia, drives a PCRS Rallysport Hyundai i20 N Rally2.



McErlean: ready to roll

Photos: rallygallery.com, MartinWalsh



Kelly is desperate to keep momentum going

KELLY TO HIRE AN R5 FOR DOWN RALLY AFTER ARGYLL CRASH

Car swap for leading Asphalt battler as next challenge approaches

By Luke Barry

Mark Kelly will hire a car for next week's Down Rally in order to stay in the Asphalt Rally Championship title race following his crash on the recent Argyll Rally.

Kelly slid off a fast, downhill left-hander in the wet while leading the first evening of Argyll with a "note that was too ambitious". His Ford Fiesta

R5 then flew down the bank before hitting something and being pitched into the air, landing on the rear windscreen before rolling onto its wheels.

The car stood up to the accident well as it's predominantly just panels that have been damaged, but the earliest Kelly can begin the repair process is August which falls after the next championship round in Northern Ireland.

While he could have missed the

event and still been eligible for championship points, Kelly has elected to enter the rally in order to strengthen his chances of a maiden Asphalt title.

"I've made the decision and I'm going to go to the Down Rally and I'm going to hire a car," he told MN. "I've made enquiries, I know of a Fiesta, a Skoda and a Citroen that I could hire so I've got an opportunity here to potentially try a different brand.

But I don't know, I've not made my mind up.

"It's mixed emotions because it's an expensive sport but also life's for living and I don't want to miss out on the opportunity," Kelly added.

"So we'll find a solution to see the year out. Do I expect to be competitive jumping into a new car? No, but if we can go and have a solid result it's a score that's registered isn't it?"

JENNINGS APPLAUDS IRISH RULE CHANGES TO BOOST COMPETITION

Irish Tarmac title winner Garry Jennings feels that he, and other like-minded drivers, have been vindicated in their plea for changes to the rules surrounding R5 and Rally2 cars in Ireland.

For over three years the County Fermanagh man has led calls for the cars converted from left- to right-hand drive to be put on a par with their homologated equivalents.

Motorsport Ireland indicated in a circular in April that it would be introducing new legislation in time for the recent Donegal Rally to make that a reality.

In future it will mean that any cars in the class will be eligible to win any of the five closed-road international rallies in the Republic of Ireland. Prior to now, that wasn't the case, with Jennings choosing to vote with his feet and vacate the series.

However after sitting out the West Cork, Circuit of Ireland and Killarney International

rallies he returned to action in Donegal along with some other well-known names including Gareth MacHale.

"It's great to be honest," said Jennings, who switched from his title-winning Subaru Impreza WRC midway through last year to a Ford Fiesta R5 previously campaigned by rival Alastair Fisher.

"We have been battling for this change to come into effect for the best part of four years and to get it over the line before the Donegal International was great – it has helped create lots of interest.

"It's the reason the MacHales are back out competing again," added Jennings, who won Donegal in 2012 and again in 2015.

"I was against these R5 and Rally2 cars initially but, being realistic about the thing, it is hard to beat technology.

"And even though my Fiesta is the first generation, it is still a phenomenal bit of kit."



Jennings is encouraged by the Irish rule tweak



Hone's rostrum finish has boosted title attack

HONE HEADS IRISH FOREST BATTLE AFTER MOONRAKER

Ford Fiesta R5 battler Jordan Hone has increased his advantage in the Motorsport Ireland National Forest Rally Championship after taking third-place points on the recent Munster Moonraker Forest Rally.

Hone leads by 10 points after the opening three rounds, after surviving a trip into a drain on the second stage of the Moonraker which cost him 20 seconds. It is probable that the Magherafelt event on October 22 will bring the series back to six rounds.

Moonraker winner Keith Cronin (VW Polo GTi R5) was on shakedown duties for his British Rally Championship bid as he ran

out a comfortable victor over Patrick O'Brien (Skoda Fabia R5), who had an excursion to the scenery on the third stage and went on to finish 43.5s adrift but took maximum points for the second time in succession to bolster his title credentials.

O'Brien is only two points shy of second-placed Keith Power (Ford Fiesta R5), who finished seventh overall on the Moonraker.

Mickey Conlon (Ford Escort) leads the two-wheel-drive contingent. The series continues with the Jim Walsh Cork Forest Rally (August 14) and the Bushwhacker Rally (September 17) ahead of the proposed final round in Magherafelt.

HENDERSON STAYING SCOTTISH FOR MUCH OF THE REST OF 2022

David Henderson will follow a predominantly Scottish Rally Championship-based campaign for the rest of the season in his new Ford Fiesta Rally2.

Henderson was second on the recent Argyll Rally – his second SRC event of the season following a fourth-place finish on the Speyside Stages. He'll skip the Scottish Rally next week but Henderson plans to be out on all three of the remaining rounds: Grampian Forest Rally, Galloway Hills Rally and Carlisle Stages.

Rali Bae Ceredigion and Trackrod Rally Yorkshire will also be squeezed into his schedule,

the Trackrod because he "fluffed" it last year "and I want to put that one to bed". Despite registering for Asphalt championship points in Argyll, Henderson won't see out that season.

"The [Asphalt] championship put a lot of effort into being there and I thought at the very least I should be supporting them when I do the event. But I was very well received by [championship coordinator] Paul Morris. The Scottish championship I entered that one because I'm probably going to do more of them than any of the others, but I'll only be able to do five," he told MN.



Henderson will do most of his rallying in Scotland

RALLY NEWS



Photos: Ben Lawrence

Mini challenge will expand for 2023

MINI RALLY CHALLENGE TO INTRODUCE NEW CARS AND NEW CATEGORY IN 2023

Revamped series to expand into fresh season with some new features

By Ian Harden

The Mini Rally Challenge organisers have unveiled plans for a new class for supercharged cars and a category for college and university teams

The new classes will be introduced in 2023 when the championship will become a dual-class series running separate rounds except for the season finale.

The popular one-make series currently caters for mildly modified R50-type (Series 1) BMW Mini Coopers. However, in 2023 a separate class for R53-type machines, fitted as standard with a supercharger, will be brought in.

Championship organiser John Goff says there is already a lot of interest in the new class, with several cars being built. "We wanted to provide an affordable way for competitors to

step up to a higher-spec more powerful car. Road-going R53s are available relatively cheaply and they are easy to convert to rally specification."

Goff also explained that the R50 will continue as the series' entry-level category and a new section for junior drivers, college and university teams will be introduced, with a £3000 prize fund to the winners. "Last year, all the interested colleges had already allocated their engineering budgets,

so we delayed the new category to give them time to prepare cars and build their teams."

The championship, which is in its second season has undergone a significant change since 2021. Last year's six all-asphalt rounds have expanded to include three mini gravel rallies. Here, competitors drive the first loop of stages in major national rallies such as Rally North Wales and the Plains Rally, for a reduced entry fee.

MORGANS TOPS THE HEART OF ENGLAND POINTS CHASE

Aled Morgans is confident that early season engine and gearbox refurbishment work on his Ford Escort Mk2 will be key in maintaining his challenge for this year's Heart of England Championship.

The Aberystwyth man has been the surprise package of this year's championship. Despite having contested only eight stage rallies he leads the driver's standings by 19 points after two maximums on recent events.

The work, carried out before the Red Dragon IT Stages in May, involved fitting

new piston rings, shells and bearings to the 2.5-litre KGP engine. At the same time work was done on the gearbox to fix an intermittent problem.

Morgans says he is pleased with the results as the engine feels much more powerful and pulls well from lower speeds. "This is our first go at a championship and we knew having reliability through the season means a better chance of scoring points on each round. The pace at the sharp end is fierce so we decided now was the time to make sure the engine was properly prepared."



Morgans wants to finish with flourish



Bogie will return to Rally2 car

MULTIPLE CHAMPION BOGIE RETURNS TO RALLY2 POWER TO CHASE TITLE

David Bogie will drive a Rally2 car for the first time in over three years on this month's Scottish Rally, taking the controls of a Ford Fiesta.

Bogie's last event in an equivalent car was the 2019 Scottish in his own Skoda Fabia R5, but ever since he's

either driven his Mk2 Escort or hired a Mini JCW WRC from McGeehan Motorsport. But with Derek McGeehan replacing his Mini with a Fiesta Rally2, Bogie will make the switch.

"I've not tested the Fiesta but I've only ever heard good things," Bogie told MN. "These Rally2

cars now – the pace speaks for itself so I'm hoping I'll be able to go quicker in a Rally2 Fiesta than in the Mini. Technology's come on a long way and the way these cars turn in now, the way they stop, the way they handle the bumps is really impressive. So I'm looking forward to trying it."

Bogie leads the Scottish Rally Championship standings after his win on last month's Argyll Rally, and his plan is to see out the season and bid for a sixth Scottish title – despite starting the year with no championship plan.

"Obviously we're going to do the Scottish, it's our home rally,

and after that there's Grampian and Galloway Hills which are two great rallies which we'd be doing anyway, so the intention at this stage is to commit to the championship," he said. "It would be great to win another Scottish championship but we'll just take each rally as it comes."

MACH 1 STAGES: DUNFERMLINE CAR CLUB BY JOHN FIFE

JULY 9-10

McGARRITY HAS A BALL ON MACH 1 SHAKEDOWN IN POLO

It was Derek McGarrity who reckoned that the two-day Mach 1 Stages Rally is the best single-venue rally he's done. But, then again, he won it.

Having his fifth run out in the Volkswagen Polo R5 with Graham Henderson, McGarrity also added that the Polo is the best car he's ever driven: "I did this event last year and wanted to come back, plus it's a good shakedown for the Down Rally in two weeks' time, the final round of the NI Championship."

For much of the rally, Greg Inglis

and Ian Parker were fighting for second place with Michael McGarrity and Damian Garvey but when Hyundai crew McGarrity/Garvey did an extra lap on SS9 and dropped to sixth place, Inglis/Parker's Lotus Exige was firmly in the runner-up spot until it snapped a driveshaft in SS10.

That promoted John Bradley and Ryan Crozier into second place but ruined a Northern Ireland 1-2-3 at the top of the results as the Darrian T90 father-and-daughter crew of Andy and Karen Horne claimed third overall.

Andrew Fraser's rally didn't last long when the Darrian backfired and set fire to the air filter and plug leads retiring on SS2 and Colin Gemmell's VW Golf R7 was reduced to front-wheel drive when the rear differential started playing up.

The Juniors had a ball at this event too with 47 miles of stages where Sam Pattison romped to victory over Kalum Graffin and Rian Walker. Oliver Phillips was in with a shout until he bent a bottom arm and the steering rack.

Results

Organiser: Dunfermline Car Club **When:** July 9-10 **Where:** Machrihanish, Argyll **Championships:** Burnside Pilling Scottish Tarmac Rally Championship, Ecosse Junior Rally Championship **Stages:** 12 **Starters:** 35/8
1 Derek McGarrity/Graham Henderson (Volkswagen Polo GTI R5) 104m18s; 2 John Bradley/Ryan Crozier (Ford Escort Mk2) +6m28s; 3 Andy Horne/Karen Horne (Lotus Exige) 109m18s; 4 Michael Harbour/Ian MacDougall (Ford Escort Mk2); 5 Darren Nugent/Peter Johnson (Ford Escort Mk2); 6 Michael McGarrity/Damian Garvey (Hyundai i20 R5); 7 Graham Bruce/David Aitken (Ford Escort Mk2); 8 Jamie Miller/Ian McCulloch (Citroen C2 R2 Max); 9 David McIntyre/Paul Toner (Citroen C2 R2); 10 Keith Richardson/Jackie Richardson (Ford Escort Cosworth). **Class winners:** Innes Mochrie/JKirsty Mochrie (Rover Metro); Miller/McCulloch; Bradley/Crozier; Horne/Horne. **Junior 1000:** Sam Pattison/Paul Whittaker (Skoda Citigo).



Photos: John Fife

McGarrity was untroubled on his way to a victory



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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Guinchard collects the UK F2 silverware



UK title winner: Guinchard

In the culmination of three days' action before a packed house at Skegness, Charlie Guinchard added the UK Championship title to his growing list of BriSCA Formula 2 honours.

Local driver James Riggall secured pole position from the qualifying heats but Jessica Smith got the jump from the outside of the front row. She led either side of a stoppage caused by her sister Rebecca, with Gordon Moodie and Harley Burns also demoting Riggall.

Riggall – a comprehensive winner in Thursday night's final – hit back, moving from fourth to first by shunting Burns's car into Moodie, which also caught out Smith. That led to another caution period when Moodie's car was clipped by passing traffic, while Guinchard's simultaneous pass on Riggall was deemed fractionally after the yellows appeared.

While Riggall made the faster restart, Guinchard closed in and sent him thundering round the wall into a parked car. Guinchard then kept out of Liam Rennie's reach as Chris Burgoyne headed the scrap for third.

Connor Smith claimed an emotional maiden final victory on Saturday night, while earlier in the week, Paul Rice's impressive pace on his home track of Smeatharpe secured a second World Championship qualifying round win in two days.

Mark Paulson

Results
Organiser: Autospeed **When:** July 4 **Where:** Smeatharpe Stadium, Taunton **Starters:** 32.
1 Paul Rice; 2 Matt Stoneman; 3 Andrew Palmer; 4 Steven Gilbert; 5 Tommy Farrell; 6 Craig Driscoll; 7 Richard Andrews; 8 Josh Weare; 9 Jessica Smith; 10 Ben Spence.

Organiser: Skegness Raceway **When:** July 7 **Where:** Skegness Raceway **Starters:** 65.
1 James Riggall; 2 Gordon Moodie; 3 Jamie Jones; 4 Harley Thackra; 5 Kieren Bradford; 6 Harley Burns; 7 Paul Rice; 8 Jon Palmer; 9 Ryan Farquhar; 10 Jordon Thackra.

Organiser: Skegness Raceway **When:** July 9 **Where:** Skegness Raceway **Starters:** 87.
1 Connor Smith; 2 Matt Stoneman; 3 Luke Wrench; 4 Dale Moon; 5 Paul Rice; 6 Billy Finnegan; 7 Aaron Vaight; 8 Tommy Farrell; 9 Charlie Guinchard; 10 Jamie Jones.

Organiser: Skegness Raceway **When:** July 10 **Where:** Skegness Raceway **Starters:** 79.
1 Charlie Guinchard; 2 Liam Rennie; 3 Chris Burgoyne; 4 Luke Wrench; 5 Adam Rubery; 6 Jack Cave; 7 Adie Wrench; 8 Jon Palmer; 9 David Shearing; 10 Micky Brennan.

WORLD RX LINE-UP TWEAKED AS NEW ELECTRIC ERA IS READIED

Opening round will now take place in Hell in August after roster revamp

Photos: World RX. Colin Casserley, Extreme E, Ant Jenkins



Norway will now open WRX season

By Hal Ridge

The opening round of the World Rallycross Championship's new electric era has been postponed to the Norwegian round of the series in Hell next month, to give teams more time to prepare the new cars for the series.

The championship's commercial rights holder, Rallycross Promotor, has stated that "global events over the past couple of years have caused supply chain issues leading to unforeseen delays in car builds."

Motorsport News understands that at least one team has a new car, which are being built using four-wheel-drive electric powertrains developed by Austrian firm Kreisel, up and running.

The planned opening round of the season at Nurburgring in Germany has been postponed until the end of the

season, in November, two weeks after the recently introduced Spanish round, as reported by MN last week. It will run as a double-header.

"We are taking a major step this year and have no doubt that electric technology will elevate World RX to the next level, but such a significant evolution takes time and nobody has been immune to the global challenges of the past two years," said World RX executive director Arne Dirks.

"Together with the teams, we are committed to presenting the new cars to fans in the best way possible, and we are confident the extra two weeks' preparation time will enable everybody to do that."

The Norwegian round has been missing from the World RX schedule since 2019, following complications surrounding Covid restrictions of the last two years.

EXTREME E: SARDINIA BY HAL RIDGE

JULY 6-10

ROSBERG TEAM BOUNCES BACK TO PUSH OUT POINTS LEAD

Nico Rosberg's RXR Extreme E team endured a difficult double-header event in Sardinia for the Island X Prix, but ultimately extended its lead in the series standings with a victory in round three.

The squad, with Swedish drivers Johan Kristoffersson and Mikaela Ahlin-Kottulinsky at the wheel of its Odyssey 21 E-SUV machine, set the pace in qualifying in the opening round of the event, and won the first semi-final thanks to an overtake by Kristoffersson on British driver Catie Munnings in the second of the race's two laps.

However, in the final, Kristoffersson, driving first, took an alternative early track on the desert course compared to that early leader Carlos Sainz.

When the two cars met to rejoin the same route, contact was made and Sainz's Acciona Sainz machine was being flipped into a fast roll.

The race was stopped at the end of the first tour and double World Rally champion Sainz was taken to hospital for precautionary checks. Ahlin-Kottulinsky began the restarted race with a 4.8-second advantage and led to the finish, but the squad was handed a 30s penalty post-race for its part in the incident that put Sainz out, dropping the team to third and promoting the GMC Hummer EV Chip Ganassi Racing outfit to the top step of the podium, Kyle Leduc and Sara Price claiming a maiden Extreme E win.

Second went the way of new Xite Energy Racing pairing

Timo Scheider and Tamara Molinaro.

The second two-day event of the double-header week was dominated by the Rosberg squad, once again topping the qualifying order, before winning semi-final one and then the final. It wasn't as clear cut as the results alone suggested however, as Kristoffersson took a different route to early leader Nasser Al Attiyah in the opening stages of the final and slotted into second, a position he would hold until the end of his lap. Al Attiyah swapped seats with Jutta Kleinschmidt in the Switch Zone for the ABT team, and while Ahlin-Kottulinsky passed Kleinschmidt through the track's water splash section, at the same time netting the traction challenge award, the



The Rosberg team battled back after a penalty

ABT squad was disqualified from the final for Kleinschmidt not having her safety belts correctly done up for the duration of her lap. That promoted X44 duo Sebastian Loeb and Christina Gutierrez to second and Andretti United's Timmy Hansen and Munnings to third, the pair fighting back having retired from round two earlier the same week with a broken driveshaft.

Results
Extreme E
Round 2: Island X Prix, Sardinia Final (All Odyssey21). 1 Sara Price/Kyle Leduc (Chip Ganassi Racing); 2 Timo Scheider/Tamara Molinaro (Xite Energy Racing) +11.853s; 3 Johan Kristoffersson/Mikaela Ahlin-Kottulinsky (Rosberg X Racing); 4 Kevin Hansen/Hedda Hosas (JBXE); 5 Carlos Sainz/Laia Sanz (Acciona Sainz XE).
Round 3: Island X Prix, Sardinia Final: 1 Kristoffersson/Ahlin-Kottulinsky 9m12.668s; 2 Sebastian Loeb/Christina Gutierrez (X44) +8.227s; 3 Timmy Hansen/Catie Munnings (Andretti United); 4 Sainz/Sanz; 5 Nasser Al Attiyah / Jutta Kleinschmidt (ABT Cupra)

BRISCA F1: SKEGNESS BY COLIN CASSERLEY

JULY 9

HARRIS PAYS TRIBUTE TO BATTEN WITH VICTORY

Tom Harris has a liking for Skegness. He had already won two of the three finals held at the stadium this year and added another on Saturday night.

Harrison Utley took the early lead with Callum Thornton and Courtney Finnikin in pursuit. Further back, an early-race shunt involved most of the red tops. Harris took advantage and nipped up the inside before a yellow flag was thrown when Paul Harrison

rolled his machine.

Utley led the restart with Harris making his move, punting the leading trio wide and grabbing a race-winning lead, around the halfway point. Finnikin moved into second at the same time and held on to that position for the remainder of the race despite some pressure from Ryan Harrison in the closing stages.

Delighted winner Harris said: "Prior to the meeting a tribute was

held to the late Bill Batten, a legend of BriSCA F2, I really wanted to win this one. Batten was a big fan of my racing in the USA. He was always calling me to find out how I was doing when I raced over there.

"Growing up Batten was one of my heroes and I would like to be as good as him one day. I couldn't waste much time as it is hard to catch the quick drivers starting at the front, I saw my opportunity

early on and passed a lot of cars, the lower graders like Thornton and Finnikin are quick, and if you are not of the wheel, you are not going to catch them, I gave it my all tonight."

Results
Organiser: Skegness Raceway, BriSCA F1 **When** July 9 **Where:** Skegness **Starters:** 48
1 Tom Harris; 2 Courtney Finnikin; 3 Ryan Harrison; 4 Luke Davidson; 5 Callum Thornton; 6 Mat Newson; 7 Simon Traves; 8 Joe Nickolls; 9 Joshua Smith; 10 Mickey Randell



Harris said he had Bill Batten on his mind at Skegness

HISTORICS

DOWN THE PUB

STEPHEN BARLOW

Classic F3 racer
Age: 70 Lives: Oban



Barlow: single-seater fan

He came from Kent
“I came from Romney Marsh in Kent and my parents moved up to Tobermory on Mull. I followed my parents to Scotland 10 years later on the idea that I was going to go up there and become a scallop diver. We moved up there, I built a log house outside Oban and once you go up there, you never want to leave.”

He kartered with his son
“I was racing karts from the early 1990s with my son Fergus. He was far quicker than me. He’s more into rallying now and he did the Mull Rally last October and finished fourth overall. He’s now working as an engineer on the ferry that runs between Oban and Mull. From his karting career, we’ve got boxes of trophies in my garage attic.”

He moved to FF1600
“But the karting got very expensive. Someone recommended that I should go and see Graham Brunton and try Formula Ford 1600. I’ve been with Graham seven years now. He’s a good guy. So I started with an old second-hand 1998 Formula Ford then got a 2009 chassis and I had some success with it. But at my age, you’ve got to realise your limitations.”

He now has a Classic Formula 3 car
“Last year, I got a Classic Formula Ford 2000 Van Diemen RF82 and what an excellent car that was. In the wet it was outstanding. Then the F3 Ralt RT3 came up for sale. It was Steve Maxted’s car and he’d prepared it beautifully. It’s a proper racing car. I borrowed some money from my wife Vivian to buy it.”

Every track is a long way away
“Donington is seven or eight hours, depending on the traffic, and Brands is at least 10 hours. But my sister lives in Sittingbourne, which is half an hour’s drive from Brands, and so I can stay with her. I was always into motorsport of some sort and went karting for a year or two when I was in my teens. Then I did some co-driving in rallying with a friend who had an Escort RS 1600. Then I went to sea and got married and life got in the way, as it does to us all!”

WILLAN FACES AN UPHILL TASK TO RETAIN MN CLUBMANS RALLY TITLE

Volvo man needs to score big to make up for missed rounds

Photos: Paul and Ben Lawrence, RTG

By Paul Lawrence

Dan Willan says that repeating his 2021 championship title in the Motorsport News-backed HRCR Clubmans Rally Championship is going to be a tall order.

The Volvo PV544 driver heads the points after six of the season’s 10 rallies but is under pressure from Toyota Corolla driver Leigh Powley following the latest round, the Cotswold Historic Rally.

With the best eight scores from 10 rounds to count, Willan is on 320 points to the 308 of Powley as they start to pull clear of Harvey Steele (Volvo 144) and James Griffiths (Mini 1275GT). Regular frontrunner and 2021 runner-up Paul Crosby (Porsche 911) is back in ninth after missing three rounds due to clashing commitments.

Willan knows that he needs eight strong scores as he has already missed one round and



Dan Willan knows he needs to score big

will also miss the Ilkley Jubilee Rally in Yorkshire on September 11. He explained: “I missed the Hughes Rally in Kent as work was really busy and it’s a long way from where I live in Kirkby Lonsdale. Then, I can’t do

the Ilkley as it’s a significant birthday that weekend for my wife! So I’ve got to do well on all the other events.”

In Willan’s favour is the five bonus points per round for using a Category 1 (pre ‘68) car and his

venerable 1962 Volvo can be a handful on the special tests. However, his luck held on the Cotswold when he did the final two sections with the rear suspension held in place with a ratchet strap.



Hyett is enjoying the Graham Hill-style Ginetta G4 sportscar

HYETT LINES UP ON THE GUARDS GRID IN GINETTA G4

Former Le Mans entrant Ross Hyett is racing in the Guards Trophy in a replica of the Ginetta G4 raced by Graham Hill in 1964.

The car was commissioned by Ginetta owner Lawrence Tomlinson as a tribute to the car that Hill raced at Goodwood and several other venues.

Tomlinson owns the original car but was keen to have a replica that could be raced and asked Ginetta founders, the

Walklett brothers, to build him a replica. It has now been entrusted to Hyett for the season’s Guards Trophy.

Looking ahead there is an ex-Chris Meek Ginetta G10 project that is coming along as part of the Ginetta Heritage set-up.

The G4 is being run by former single-seater team boss Trevor Foster, who has recently set up under the Pegasus Classic Engineering banner.

Hawke switch for Classic Formula Ford ace

Historic and Classic Formula Ford 1600 contender Tom McArthur recently switched to a Hawke DL2 from the Hadfield stable for the Classic races at Donington Park, having previously raced the team’s Merlyn Mk20.

At the same time the former NW FF1600 frontrunner has also been racing a Titan Mk4 in the Historic FF1600 Championship.

“We built it five or six years ago,” said James Hadfield of the Hawke DL2, a model seldom seen in Historic and Classic FF racing. “I raced it once at Brands, and Tom has won with Merlyn, so he decided to try this.”

In the second Classic FF race, McArthur led from start to finish with the Hawke only to be penalised over track-limit issues.

PORSCHE CREW COMPLETE EPIC CHALLENGE ON TOP

The 1965 Porsche 911 of Steve and Jenny Verrall claimed victory on the recent Ypres to Istanbul Challenge, which took place on June 13-July 3, after a route covering eight countries, nearly 80 competitive sections and 3500 miles.

On the Rally the Globe-organised event the Porsche battled for the classic category with the 1965 Ford Mustang of Roy Stephenson and Mark Bramall until, with four days to go, the Mustang was slowed by electric gremlins.

Clint and Dawn Smith in their 1925 Bentley were the pacesetters in the pre-war



Goodwins, in a Bentley, were pre-war winners

class but their hopes were dashed in the storm-lashed Carpathian mountains in southern Romania. Their

troubles handed final victory to fellow Bentley crew Graham and Marina Goodwin.

IN BRIEF

Specials on the hill

Two famous hillclimb specials will be in action at Shelsley Walsh this weekend and the Freikaiserwagen and the ex-Basil Davenport Spider II will evoke memories of Shelsley in the 1930s. Reworked after the war, the Freikaiserwagen broke the outright hill record in June 1949 when Richard Fry set a new mark of 37.37 seconds. Fry was killed in the car in 1950 and it returned to the hills five years ago with new owner Steven Lister.

Cash raised

A total of nearly £35,000 was handed over to the cancer charity Recovery Haven Kerry, following Kerry Motor Club’s Deja Vu rally car parade and tour event in May. Deja Vu Tralee was the flagship event in Kerry MC’s year-long 50th-anniversary celebration and attracted Craig Breen, Kris Meeke and Paul Nagle. Over 150 cars, many of them rarely seen period rally cars, took part in a tour of classic West Kerry rally stages.

Holey’s Atlantic run

Versatile historic racer Adrian Holey sampled a Lola T240 Formula Atlantic car at Donington Park. Holey is friends with the car’s owner Tim Harrison, who is father of teenage Historic Formula Ford racer Samuel. Holey was offered the chance to race the Lola as Samuel was already busy with both his Formula Ford Merlyn and Historic Formula 3 Chevron at Donington. Holey went on to finish fifth and ninth in the two Aurora Trophy races.

Rally men on show

Heading the rally car entry at Shelsley Walsh this weekend will be examples of the Ford RS200, Lancia Delta Integrale, Ford Focus WRC and Subaru Impreza WRC. Around 20 cars from the Ralli 22 organisation, for Group B, Group A and early WRC cars, will compete on the hill on both days of the Classic Nostalgia event.

Bailey’s joy

Thundersports racer Nick Bailey was elated to win his class at Donington Park last month in his Royale S2000M and reckoned it was his first win in 45 years. Though he has raced sparingly over the years, the win at Donington was particularly pleasing as his first race at the Leicestershire track did not end so well when he rolled a Mallock Mk16 into the gravel at Redgate back in 1977!

VSCC at Silverstone

The Vintage Sports-Car Club’s annual Silverstone race meeting will run this Saturday, having been moved back from its regular April date. As well as the usual mix of VSCC scratch and handicap race, the programme will include a special race to celebrate the centenary of the Austin 7. Races for VSCC Specials and 500cc Formula 3 cars are also on the schedule.

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EXCLUSIVE Q&A
TOMMY BYRNE

The 'best racing driver you never saw' tackles the Motorsport News readers' questions, p20

Ferrari man stars as F1 has a lucky escape at Silverstone on Sunday

SAINZ WINS AN EPIC BATTLE OF BRITAIN

By Matt James

Ferrari driver Carlos Sainz opened his Formula 1 victory account at Silverstone on Sunday in a dramatic British Grand Prix that featured a huge opening-lap accident.

Zhou Guanyu's Alfa Romeo was launched into a terrifying roll at the first corner after contact with George Russell and the race was halted for an hour while Guanyu was extracted from his car that came to rest behind the tyre wall.

When the race was restarted, Sainz battled with Ferrari team-mate Charles Leclerc for the triumph, and was able to jump the sister car after taking advantage of a late-race safety car to swap to softer tyres.

Britain's Lewis Hamilton had the crowd on its toes with a battling drive to third place in his Mercedes, only the seven-time World champion's third podium of the campaign.

Full report, page 4

Sainz outran team-mate Leclerc for maiden win

The Alfa Romeo was inverted...

Lewis: one of the Sunday stars

REPORT
GARRY PEARSON BATTLES TO MCRAE CHALLENGE VICTORY
Champion beats the best in celebration event in Scotland, p17

REPORT
MCDONALD MAKES IT A HOT ROD HAT-TRICK
Tigra man powers through the pack to win, p30

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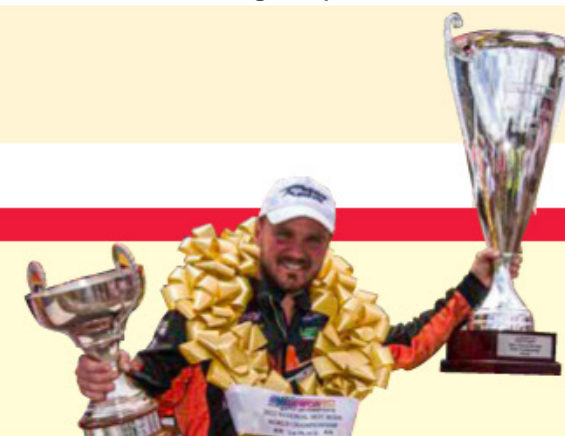
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COLUMNIST

ROB McDONALD



The three-time World Hot Rod World Final winner says it hasn't been an easy season

Photos: mkpics.net



McDonald is in the record books



A family affair: relief for the winning Scotsman

I had a torrid build-up to the 50th National Hot Rod World Final at Ipswich at the start of July. I knew all the eyes would be on me as I was the winner of the last two big events and going for a hat-trick meant that the pressure was on.

I was having all kinds of problems with my Vauxhall Tigra as we prepared for the event, and it all stemmed back to an accident I had at Hednesford much earlier on in the season. Ever since that contact, I had had issues with the engine.

At one meeting, it would leak oil and then, at the next meeting, it wouldn't do that. Then if it was a hot meeting, it would fling all the oil out of it. We changed everything on the motor: pumps, head gasket, just about everything. I blew a big end at the last round at Hednesford at the start of June. We thought the engine had lost all its oil again, but it hadn't: we later discovered that it had a crack in the block. When it was heating up, it was expanding and opening up and that allowed the crankshaft to move backwards and forwards.

The only reason we knew that is because the week before on the rolling road, we went to the rolling road to run it in and it dumped the oil. Once we had worked that out, we were in a race against time. We had another block, but that was only ready to use on the Friday before the World Final. Talk about tight timing...

It was just another speed bump on the preparations for the event and I can honestly say if it hadn't been for my team,

I would have put the car back on the trailer and gone home. I had enough.

It was all a bit last minute, but I managed to qualify on the sixth row on the inside, and I fancied my chances from there. I knew there was nothing wrong with the car at that point and I have always fancied my skills to get through the pack. I said I was going to prevail before the race.

I was that determined. In the European Championship at Lochgelly in Fife in April, I had started in a similar position and I came through to second spot, so I knew anything was possible.

I was coming up through the pack and, although the leaders Aaron Dew and Paul Wright got held up by a backmarker, I was already only two car-lengths behind them at that point. Everyone has pointed out that the front guys got delayed but I passed them on lap 50. There were still 25 laps to go and I would have backed myself to pass them anyway, regardless of what was happening with the traffic. The one



McDonald had to battle through the order

thing that did help me was that there were no blue flags which helped me get up there, but I would have put money on me to have hit the front anyway.

It has been such a journey and such a lot of effort that I am going to do the National meeting at Hednesford at the beginning of August and then I am going to step aside for a while. I need a break. I have just had enough of all the fighting and the politics that go with it.

The money involved is eye-watering too, and the cost of everything that we are doing is just going up and up and up. The amount of damage we have had this year is one of the reasons I am thinking about taking a break. I had a lot of bad luck and that first Hednesford meeting where I crashed, that cost me over £5000. People don't see this stuff – the new dampers, the new suspension, the rose joints, the new wheels, all the effort that needs to go in to get the car ready for the next meeting. It can be a real drain.

I need to take a breather. That's not to say that I am not going to go for a fourth World Final in 2023. I am going to hold fire until after the winter break (from December to March) and then I am going to try and get enough points to qualify for the World Final from there if I can. If I think I can, I will give it everything I can. If I can't then I think I will take a year out.

It is special to be a three-time World Final winner and four would obviously be a dream, but I have to be realistic. For now, I just need to recharge my batteries a bit.

"I would have put money on myself to win, even from the sixth row of the grid"



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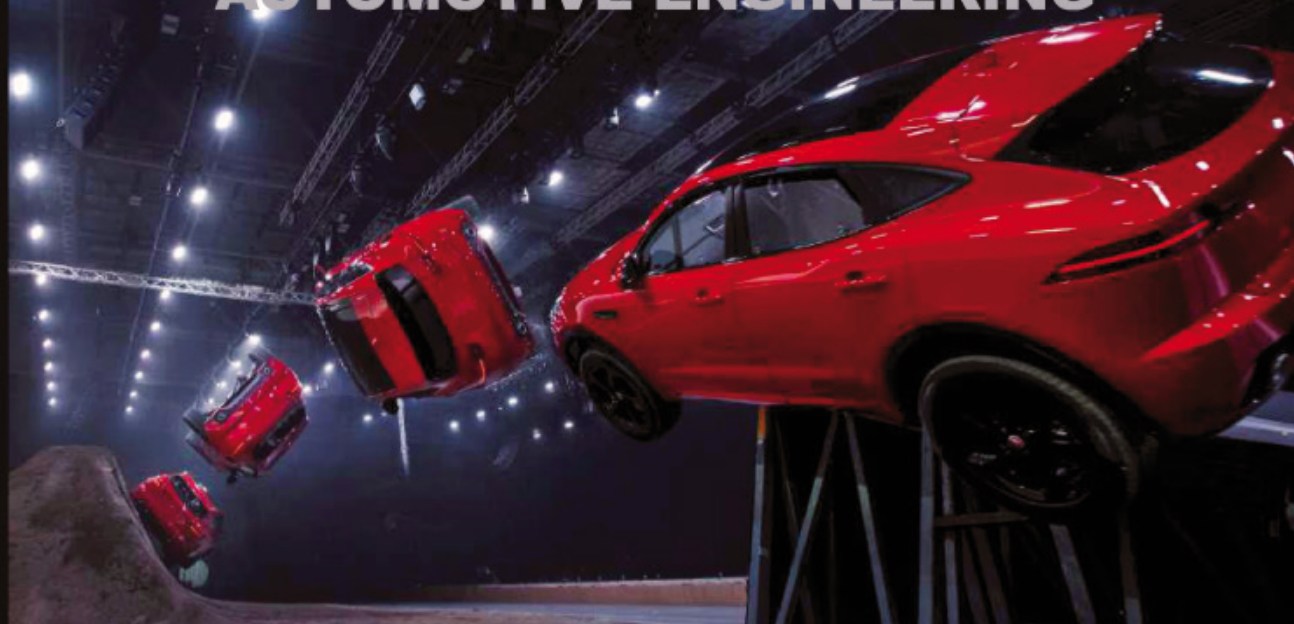
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FEATURE

PORSCHE

BACK WHERE IT BELONGS

The iconic marque is returning to what promises to be dream-like endurance racing from next year. **Graham Keilloh** finds out how preparations are going

Imagine world sportscar racing from your dreams. You might think of the 1980s model with Porsche 956s and 962s, the Rothmans works cars taking on a fleet of competitive privateers. Or you might think more broadly, of multiple manufacturers battling for overall victory in the great races on both sides of the Atlantic, topped by Le Mans and Daytona.

Well in 2023 it looks like we're getting something like all of this, with LMDh regulations coming in alongside the Hypercar, and these regulations harmonised for the World Endurance Championship and IMSA in the United States.

And none other than storied Porsche has fired the starter pistol for it, at the recent Goodwood Festival of Speed becoming the first to give its LMDh car – the newly unveiled Porsche 963 – a public dynamic debut.

There will be four works Porsches next year, two each in WEC and IMSA, and they – in a call back to the 1980s heyday mentioned at the outset – will also compete against privateer 963s, some of which have been confirmed already. They are seeking to build on Porsche's unparalleled 19 Le Mans overall victories and much success elsewhere in endurance racing.

And Porsche's towering endurance heritage is indeed central to this latest programme. "We've chosen the name 963 on purpose," Porsche's vice president motorsport Thomas Laudenbach smiles to Motorsport News. "It's a homage on what we've done in the past, and we want to keep that momentum going and, looking at that, we at the same time we have a customer programme with these cars which we had in the past in a very successful way, so putting all these together it makes absolute sense."

Timo Bernhard, Porsche's Le Mans winner and twice WEC champion with the marque's previous 919 venture, offers similar clarity to MN. "We look at the heritage, Porsche belongs to the big class, belongs to Le Mans, in the World Endurance Championship. They go together," he notes.

"I like the name as well I have to say, the 963, because it gives a bit of heritage with



Porsche has shown its endurance racer

the 962 which was a very successful customer car, not only a factory car, which is the same road they want to take [now]."

Laudenbach continues: "The door opener [was] that there's the same set of rules in the American championship and the World championship because this gives you a lot of opportunities, that's an efficient way. Obviously you need a certain amount of budget to build such a car but if you can race in the two championships it just gives you a wider range for customers."

And adding considerably to this already towering heritage, Porsche is collaborating with Team Penske to run the works machines. The Porsche Penske Motorsport team will have bases either side of the Atlantic, its WEC branch in Mannheim and IMSA's in Mooresville, North Carolina.

So, if it doesn't seem a silly question, why has Penske been brought onboard? Laudenbach explains: "We took the global approach because we thought it's beneficial if we have one car, one specification of car by the same organisation is handling it worldwide because this can be really beneficial with

the changing data and stuff like that."

Porsche Penske Motorsport managing director Jonathan Diuguid continues to MN: "European racing has a certain approach and factory racing has a certain approach, and we've dealt with many manufacturers over Penske's time in racing and been successful on all fronts."

"So just bringing knowledge of what Penske has from a racing pedigree and what Porsche has from the endurance pedigree in their design side, it's really a unique partnership that hasn't been seen in motorsports for a while especially with two cars competing in two championships across the world and having one global team is something that's very unique."

Porsche's director factory motorsport LMDh Urs Kuratle takes a similar view: "We were looking for a partner we can do both series [with] at the same time, IMSA and the WEC. Penske is the perfect fit and Penske also have a history with Porsche together, with the RS Spyder. It's working perfectly."

However being split across two locations, thousands of miles apart, often is a motorsport red flag. "It's new for Penske," Diuguid concedes. "We were

in V8 Supercars and raced in Australia recently and we had some Formula 1 exposure back in the '70s but this is really our most recent foray into European racing and we felt it was important to have a base in Europe, to have access to employees, personnel, to be closer to Porsche Motorsport and really have a home base to where we could operate out of and really participate in the WEC championship."

"Having two bases may make it more complicated in one sense but also we can take advantage of time zones and other things and transfer information and every day work really hard on learning."

Porsche at Goodwood also confirmed eight drivers – including Andre Lotterer, Felipe Nasr and GT graduate Kevin Estre – for its WEC and IMSA pool, and two more pilots may be added. The 963 got 7900km of testing under its belt in the first half of 2022, and while the car's competitive debut is slated for the Daytona 24-hour race early next year, it may get a run out in this autumn's Bahrain WEC round depending on how testing goes.

So how are preparations progressing?

"They're going smoothly," Diuguid says, "we've done a lot of kilometres, we still have goals that we need to meet."

"The first time the car's going to go racing is the 24-hour race in Daytona, which we know is quite difficult to make the car last, the banking there and the high speeds that the car sees are really difficult. So we have a few more sign offs to get to that point where we can say 'hey we're ready to go racing' and we're going to work really hard over next six months to make sure we're there."

And have there been surprises with running the car with the new rules? "Oh there's been all kinds of surprises," Diuguid adds, "the main feedback is the hybrid cars are complicated, to have high-voltage electrical systems, electronic braking systems, brake-by-wire systems, throttle-by-wire systems."

"And getting all the things to work together and function properly to be seamless to where the car does what the driver expects it to do, there's surprises all along the way. It's all different levels of the system that we've had and we've had to address those and figure out how to make it work."

"We chose the name 963 on purpose"

Thomas Laudenbach

Photos: Porsche Motorsport, Graham Keilloh



Public saw 963 in flight at Goodwood



The 963 has been racking up miles



Laudenbach: heritage is crucial

Kuratle says: “We had some problems, we overcome some problems, but that’s I believe normal in the project stage we are right now as a prototype, with a completely new car, but we are also happy and satisfied how it goes.”

Adding to the challenge of course, is that with new rules there’s little way of knowing what your rivals are up to at the same time. “Yeah, but that goes for everybody,” Kuratle says. “At least we are on the road, we are the first one to test the car. It’s normal exciting times because we don’t know what the others do but again it’s the same for them.”

“They [the drivers] love it so far. Of course it’s not only positive feedback from the drivers because it’s not a show drive it’s a test drive if you are on the track and they will tell us what they don’t like, but this is what we are asking the drivers, we are asking what can we do better. But in general they are all excited and they are top motivated to drive that thing.”

Diuguid adds: “We’ve got a really experienced driver crew and we can rely on their feedback of how the car is handling and that performance so I think we’re in a good spot.”



Diuguid: overcoming problems

Throughout too is clear sense that Porsche is returning to a world endurance formula that is, at last, on the way up.

Diuguid says: “It’s a unique time in endurance racing where we haven’t had more than two or three manufacturers compete for the overall win [for some time], and [we’re now] talking about the possibility of eight manufacturers competing for overall wins in all these races.”

Driver Lotterer is similarly excited. “[It] should be good racing for sure,” he tells MN. “A lot of competition, more than 20 cars heading for victories, it’s a while since we’ve had that prestige.”

“[The 963 is] not as quick as the LMP1 cars but it still feels still feels great and very quick on the straight line.”

As for Lotterer having privateer Porsches to take on too, “that’s great news,” he says, “it shows that the platform is good and will be sustainable for many years to come. And for Porsche if it’s a privateer winning it’s still a Porsche win.”

And Porsche itself, with everything we’ve said, will be a cornerstone of the promised healthy world endurance landscape. And the considerable heritage



Kuratle: seeks 20th Le Mans win

is not weighing down its latest effort.

“I mean that’s huge, it increases the pressure,” Kuratle admits. “At Le Mans we did the 19 victories, I was happy enough to be part of the LMP1 team back then, we did the 17, 18 and 19 victory, now everybody is asking for the 20th victory, and that increases the pressure yes. But that’s a great possibility, it’s exciting.”

“It’s a positive level of pressure,” concurs Diuguid, “and the thing behind the heritage is much like Team Penske is everybody is willing to do whatever it takes to win and work as hard as possible and test as much as possible and put forward as much effort. And there’s levels of expectation and a pressure of expectation but I would say it’s a positive pressure and it’s a positive level of expectation because of the support systems that we have and the people that we work with.”

Bernhard sums up the matter: “For sure it gives a certain amount of pressure because every [previous] programme was successful, so for sure this will be measured as well with the success that previous competitions had. But that’s also like a motivation.” ■

Let a thousand flowers bloom

You would think the most likely source of input for Porsche’s latest endurance machine, the 963, would be its recent LMP1 contender the ultra-successful 919, which competed in the World Endurance Championship until 2017.

And those with 919 experience are indeed feeding in. But that’s far from the extent of the matter.

Managing director of Porsche Penske Motorsport, Jonathan Diuguid, explains as much to Motorsport News. “There’s people that come with experience from the 919 programme, we even have people from our Spyder programme and then we have people from DPI programmes and from all around, and we’ve tapped into ex-DTM Class 1 people because it’s a very high-level formula,” he says.

“So we really have a unique diverse group of people with a diverse group of experiences. It’s not all people from sportscars, it’s people from everywhere to really bring new ideas and new approaches.”

And as Urs Kuratle, Porsche’s director of factory motorsport LMDh, explains, the marque’s extensive and diverse experience in racing is a something that can be widely drawn upon in its new project. “We can use all the experiences we made from the past,” he tells MN.

“If you look all these [our range of] cars, this [Porsche GT4 ePerformance] is full electric, there’s a lot of experience here Porsche Motorsport has, full electric cars, hybrid cars as well. So that all comes together now together with our partners also in the 963.”



Those from the LMP1 919 are involved, but they’re not alone



Porsche’s line of racing heritage, particularly from the 962, is key

FEATURE

TARQUINI:

BTCC TITLE VICTORY WAS MY GREATEST TITLE IN MOTORSPORT

Matt James puts the readers' questions to tin-top legend and British touring car title-winner Gabriele Tarquini, who is still going strong at 60 years old...



Top of the globe WTCC crown came in 2009

Photos: Motorsport Images, mcklein-imagedatabase.com



Dogged Tarquini chases
Philippe Alliot in F3000 in 1985

Where to start with a racing CV like that of Gabriele Tarquini? The Italian, who stole the hearts of the UK fans

when he came to our shores to claim the British Touring Car Championship trophy for Alfa Romeo in 1994, has been there and done it all.

His promising single-seater career took him all the way to Formula 1 at a time where there was a surplus of cars even just aiming to qualify for a slot on the starting grid.

Tarquini was saddled with some of the worst competition machines that have ever attempted to start a World championship Formula 1 race, but his swashbuckling spirit and gritty determination meant he never stopped trying.

There would be only one point for the man from Giulianova, which

was achieved with the tiny French AGS squad.

As well as grand prix racing, Tarquini was a mainstay of the Italian Superturismo series in the early 1990s and when he rejoined Alfa Romeo in 1993, his tin-top triumphs came thick and fast.

The switch to the UK in 1994 was to go and put Alfa on top of the pile in the hardest touring car championship in the world. Tarquini won it on his first attempt despite racing on circuits he was unfamiliar with. Spells in Germany ultimately led him to success in the European Touring Car Championship and then his maiden World title in 2009 for Seat. He wasn't done yet, and more global glory came his way in 2018 when he was pushing 57 years old and he triumphed in the FIA World Touring Car Cup.

Now he has finally hung up his helmet, Tarquini is still passionate about motorsport and has a position as the team manager of the BRC Squadra Corse Hyundai effort, and the team is currently leading the teams' points table and the drivers' contest with Mikel Azcona. Tarquini put down his espresso long enough to tackle the MN readers' questions, and we are very grateful.

Question: What sparked your interest in motorsport in the first place? Was it something that came from your family?

John Wood

Via email

Gabirele Tarquini: "I was lucky because there was a go-kart track very close to my house when I grew up. So from a very young age, maybe eight years old, I was spending my time there and I would go testing as often as I could but it was

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The rising Italian star shared a Brun Porsche 956 with Massimo Sigala and Oscar Larrauri at Le Mans in '85

"I never thought racing could be a career for me"

Gabriele Tarquini

FEATURE

impossible to go racing until I was much older. I eventually started when I was 12 years old in 1974 just because of the rules at the time.”

MN: What drew you to the kart track in the first place?

GT: “My brother is older than me by five years and he would go to the kart track and practice, and eventually I used to go with him. But before he started, there was no-one in my family who knew about motor racing. But my passion really started when I was about 16 years old purely because of my brother.

MN: What did you want to do for a job if not motor racing? What had you identified as a potential career?

GT: “For me, the karting was just playing and enjoying myself. I never thought about making a career on the circuits or making it to Formula 1 or anything like that. The karting was a release, and in my studies, I was a law student and I went to university but I never finished university because of motorsport...”

Question: You had a hard time with money even early on in your career. Was there a chance you thought you might have to stop?

Jack Crowther
Via email

GT: “I was in the same situation as a lot of Italian drivers. Like them, I did not have a rich family behind my shoulder. It was always going to be very complicated for me to be a racing driver, certainly to be a professional racing driver.

“Despite that, I never paid to be in motorsport and for that reason it was very hard to get started, particularly in formula cars. I was able to do it because I won the driver of the year accolade from the Italian motorsport federation and that gave me some cash to make the start of my formula career in Formula 3.

“Even with that money, the budget was very very tight and it was always a problem, especially at the beginning of my career.”

MN sets the scene: While Tarquini has become synonymous with tin-top racing, he was an unknown in the saloon car field in the late 1980s. However, some teams were spotting his talent and his first break came with Alfa Romeo in the WTCC in 1987.

Question: How did your first opportunity in tin-tops come? You were set on a single-seater route, and suddenly you were in the World Touring Car Championship in 1987...

James Hilton
Via email

GT: “Going saloon car racing was not in my plan: I was all about formula racing and I wanted to be on my way to the top. But because of the money situation, I was struggling and was taking any chance that was present to me.

“I got a [tin-top] chance from Scuderia Italia, which at that time was called Brixia



Tarquini earned his F1 break with Osella in 1987

Corse. It was running an Alfa Romeo and they just wanted to give me a run. At this stage I was driving in Formula 3000 with First Racing. My first two years in F3000 had been particularly good for me and Brixia called me and asked if I would like to try the car, which was great.

“As far as I thought at the time, the approach would lead me to the chance to earn a little bit of money. In formula racing, I was never paid. So the deal with Brixia was the first professional agreement I made in motorsport and I signed. I will be honest, I was not in love with saloon car racing from the beginning. For me, formula cars were much more exciting so to begin with, it was just for money.”

MN sets the scene: After his burgeoning single-seater career was beginning to flourish, Tarquini got a call from the Swiss sportscar team Brun Motorsport. It was looking to bolster its ranks for the Le Mans 24 Hours in 1985, and needed a

driver to join Massimo Sigala and Oscar Larrauri. Although the car failed to finish, it did complete 323 of the 374 laps of the winning car that season.

Question: Why did you only race at Le Mans 24 Hours once with Brun – what was it like?

Emma Facey
Via email

GT: “I just tried it for fun. I had never driven a Group C before and the team let me test it at Monza and it was a terrific car. The team, Brun, was one of the best in the business at the time and it was very professional.

“I was doing OK in F3000 in my first season, and I was scoring points in the first few races of the season and so the Brun team called me and I thought ‘why not?’

“It was just one shot but I enjoyed it very very much. Although we didn’t finish the race, it was a very lovely experience because it was the time of the des Hunaudieres Straight [the Mulsanne]

without the chicanes. The high top speed was amazing – we were going at more than 400kph [250mph] on the Mulsanne.”

MN: Did you think it was a scary place, or did you enjoy it?

GT: “It was a lovely place. Of course, I knew it was a dangerous place, but I loved the challenge of it.

Question: What did you think of the Birmingham Formula 3000 track? Was it difficult?

Jason Inglis
Via email

GT: “I raced a couple of times in Birmingham and it was a very nice track. But I remember at this time the number of city tracks on the calendar was very, very small because it wasn’t allowed in many places. It was forbidden in so many places. So the experience of racing in Birmingham was very nice, but the layout was dangerous – especially where there was this massive jump before the

braking area at the end of the first long straight [before the Halfords Corner roundabout]. That was quite a scary experience but it was a nice idea.”

Question: Considering the poor quality of some of the machinery that was at his disposal, what does Gabriele consider to be his greatest F1 achievement?

Adrian King
Via Facebook

GT: “Well, in terms of success it was when I was with the AGS team in 1989. The team was very small and we started off the season using the car from 1988 [an uprated version of the JH23, the JH23B] but the car was very competitive. We were in pre-qualifying, of course, but it was a car that I felt was very good.

“Probably a little further on in my Formula 1 career, I drove the last Fondmetal from 1992 and that was probably the best car I ever drove in Formula 1, so to get the car to that point was a great achievement. The team was

“I preferred formula racing to saloon cars to start with...”

Gabriele Tarquini



Tarquini was thrilled with the underdog AGS team in 1989 season



Tarquini only scored a single point during his long F1 career



Tarquini battled pre-qualifying in the Coloni in 1988 season

short on money, big time, and sadly we had to stop before the end of the season.”

MN: In that 1989 season, you were almost in the points on two occasions. You scored sixth in Mexico, but there was a narrow squeak at Imola too, wasn’t there?

GT: “I finished eighth in the San Marino Grand Prix that season, and that was my first-ever race for AGS. After the chequered flag had fallen, two drivers were disqualified and I was promoted up to sixth place [which was the final points-paying position in those days]. I stayed sixth position for a couple of hours and then after that there was an appeal and they drivers who been removed [Thierry Boustien (Williams) and Alex Caffi (Scuderia Italia) for changing tyres under a red-flag stoppage] made an appeal and were reinstated! I went from the points back to eighth place. However, when I scored in Mexico, no-one could take that away from me...”

MN: How much did you hate pre-

qualifying. You were involved in the one-hour shootout for Coloni, AGS and Fondmetal...

GT: “It certainly was not easy. In some years it was impossible. At the beginning of the 1990 season, for example, there were about 40 cars. So that meant there were 16 cars or more going for the four places just to make it into the normal qualifying sessions.

“You have all the hopes of the team resting on you, but effectively you are only in Formula 1 for one hour every other weekend. If you didn’t make it through, you should be out of the track straight away afterwards because your passes are not even valid for the entire weekend. All the mechanics, all the trucks and the whole team had to get out of the paddock after one hour, so that was tough on everyone. It was also very hard because you needed to take a lot of risks to get through.”

MN: It can’t have been easy to get wound up for a quick lap when you were on

circuit at 0800hrs on a Friday morning...

GT: “That is true, and also especially as some of the circuits we were trying to pre-qualify on were completely new. I was always using the Goodyear tyres and you would only have three sets. You would have one set of normal tyres and two sets of qualifying rubber.

“Usually, we would use the normal set first to learn the track for 20 minutes and then you would bolt on the qualifiers for your first attempt at a lap time. Then with 10 minutes to go, you would put on the other set of qualifiers and push again for another lap. It made the pressure hard, and also in terms of the risks you would have to take. I never took a risk as high as I did in pre-qualifying at any other stage of my career in Formula 1.”

Question: I love your Spiderman helmet design. What’s the story behind it?

Andy Hallbery

Via email

GT: “Nice question! The story is very simple: when I was very young I was a fan of Spiderman. At that time, there was no film or anything like that, I had only seen it in comic books and cartoons and things like that.

“I decided to put the net on my crash helmet from the very beginning of my career and it stayed with me all the way through. Even from karting, and until the last race of my career, it was more-or-less the same design.”

MN sets the scene: The grand prix ambitions were becoming more and more difficult to fulfil, but Tarquini had a growing reputation as a tin-top driver. After becoming a regular race winner in the Italian domestic series, in 1994 he was

continued on page 24



AGS in 1991 was not a success and Tarquini left team before the end



The Italian says that the Fondmetal in 1992 was his favourite F1 car



Street fighting man: Tarquini would go on to another title in 2018

FEATURE



Veni, Vidi, Vici: Tarquini came, saw and conquered the British series

about to be thrust into a championship he loves to this day: the BTCC.

Question: *What did you think when Alfa Romeo said it was coming to the UK? Also, what did you think of Knockhill [after being rolled out of the race on his maiden visit there]?*

Becky Robertson

Via email

GT: “I started in tin-tops with Alfa Romeo with the WTCC but it was not a great year for me and for us as a team. I switched to BMW and did three seasons with them in 1989 through to 1992. At the end of 1992 when I was quite sure I was going to have to close my career in Formula 1 I decided to concentrate on saloon cars and I thought to take up a chance I had with Alfa Romeo.

“In 1993, we did the first season in the Italian Superturismo series with the very first Alfa Romeo 155 TS [Tarquini took five wins over the season and was third in the standings]. At the end of the year, Alfa Romeo bosses said to me that they wanted to go and do the best championship in the world at that time, and that was the British Touring Car Championship.

“I had never raced in England before apart from some tracks in F3000 but I came and I discovered the BTCC – particularly how hard things were in the BTCC. Even from the start, it was a very successful year for us. The team was very strong and car was very strong. In the beginning, it was not easy but we managed to win the opening five races. That was despite the fact I was racing and discovering all these new circuits like Thruxton and Snetterton.

“We had some pre-season tests at places like Snetterton and Oulton Park, but halfway through the BTCC season I had to go and discover the track called Knockhill. Even from the start, the track was a nightmare for me because it was quite an unusual track, especially for us Italians.”

MN: You seemed to become quite a big hit with the UK fans in the BTCC. Did you feel the love?

GT: “We had a very strong support. A lot of that was from the UK fans, but there were a number of Italians living in England who would come along to cheer us on too. We were clearly in the Italian racing red colours and in the beginning, there were only a few red flags and T-shirts in the grandstand, but they were becoming more and more as the season went on. It was a lovely thing. If I compare my wins, then the BTCC is on the top of my list. Even if I won the World Touring Car Championship [in 2009] or World Touring Car Cup [in 2018], the victory in the BTCC was the same as winning a World title at that time. So many manufacturers and so many professional drivers. I enjoyed it very very much and I have so many good memories of that place.”

Question: *What was your fitness regime in the UK: was it just one espresso and then race?*

Abi Crowther

Via email

GT: “[Laughs]. . . In Italy, we have the best pasta, pizza and espresso. When we were racing in the UK, I bought an Italian coffee machine for the team to use. And, every day before I got in the car in the BTCC, I would have my pasta.

“I could not survive without my espresso and particularly in England at

that time, you simply could not get a good cup of coffee. It was impossible, and so I had to solve the problem myself, and the mechanics were very grateful.”

Question: *You’ve driven basically every touring car category and spec there is: what was the one car you’d love to drive again?*

Harry Adams

Via Facebook

GT: “For me the best touring car was in 1996 in the DTM, which was run for the International Touring Car Championship.

“It was the 155 V6 Ti with full electronic systems. It was such a good car to drive an the best touring car I ever raced. It sounded fantastic as well.”

Question: *What is your favourite track? Which is the most dangerous?*

Barry May

Via email

GT: “For me, it will be Suzuka. The full track is the best in the world and the most dangerous would be the 24 Hours of Le Mans.”

Question: *Who is the hardest man to race against? And who was your favourite team-mate?*

John Charles

Via email

GT: “My favourite team-mate is



In the middle of the World Touring Car Championship action in 2014



The 1996 Alfa Romeo 155 V6 is the Italian's favourite car

probably Tiago Monteiro. I shared the team with him for a very long time starting with Seat and finishing with Honda. We were great friends in the racing track, and also away from the circuits as well. We spent a lot of time on holiday with my family, and I invited him onto my sailing boat as well. We are very close.

“The hardest man to race against – and we were in the same team – was Tom Kristensen. We were team-mates for one season in the BTCC in Honda [in 2000] and two seasons in Germany in the STW [1998 and 1999 for JAS Honda]. It was hard because he was young but immediately I discovered that he was a really quick driver and it was difficult to share a car in a team with him!”

Question: *What is the secret of the longevity of your career?*

Steven Nye

Via email

GT: “This is a question that is very common because my career went on for so long and it is quite unusual to be a professional racing driver for so many years. I was racing until I was 59.

“I don’t really have any secrets to the length of my career, but one thing I did do was always focus only on my racing career. It was all about motorsport for me. I did not have any other business outside

motor racing, I never started a different career in a normal life. I don’t have a hotel or a restaurant or any other business away from the race track. I was always thinking 100% about driving because I knew it was the only thing I really enjoy. It gives me pleasure to drive a racing car, much more than any other things in normal life that I can do. So if you want to know how I did it, it is all about the passion.”

Question: *Which achievement in your career are you most proud of? Which gives you the most pleasure when you reflect?*

Gary Whiting

Via email

GT: “Especially for my age, I think it would be my last title in the FIA World Touring Car Cup with the Hyundai. It was one of the best memories in my sports life. It was not easy, I was close to 57 years old and I was fighting with some teenage drivers. Taking the title was a special feeling.”

MN: You had a close fight with another British touring car title winner that season in Yvan Muller. He is more similar to your age...

GT: “That is true. Battling with Yvan reminded me very much of fighting with Tom Kristensen because it was very tough, and I have a great relationship with Yvan. We have fought many many times for titles and sometimes I would beat him and sometimes he would beat me, but outside of the circuit he is a great friend and we are still good pals to this day.”

Question: *What advice would you give to a young driver today?*

Russell Scobbie

Via email

GT: “It is always difficult to give some advice to a younger driver. But if you think that you have enough passion and enough talent and speed to be a racing driver, you must follow your dream. And try as hard as possible.

“Do not disturb this vision and do not use your energy outside of this target. Try to follow the dream and nothing else.” ■



No wonder Tarquini reflects on his races at Knockhill as a nightmare...this was on his first visit in 1994



Gabriele Tarquini was a factory Seat WTCC driver alongside his friend and fellow BTCC winner Yvan Muller

“I have very good memories of the BTCC and fans”

Gabriele Tarquini

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RALLY REPORTS

Photos: Chicane Media

NICKY GRIST STAGES: BTRDA BY SIMON GRONOW

JULY 9



Hirst dominated in "faultless" Fiesta



Troubled Payne salvaged second

HIRST MAKES HIMSELF AT HOME ON NICKY GRIST STAGES WITH BTRDA VICTORY

After eight special stages on the forest roads in and around the Epynt Ranges, it was Mathew Hirst/Declan Dear in their Ford Fiesta R5 who adapted best to the blisteringly warm conditions to take an emphatic win in the BTRDA battle on the Nicky Grist Stages.

Winners of the last two BTRDA rounds Elliot Payne/Patrick Walsh had to be content with second place in their Fiesta Rally2 while Dylan Davies/Mark Glennerster were a fine third in their Skoda Fabia R5.

On the short opening test through Llyn Login, Hirst was quickest and almost three seconds up on Payne. Stephen Petch/Michael Wilkinson were less than a second further behind in another Fiesta Rally2.

The longer Monument Stage followed and Hirst took another 5s out of Payne, with Davies moving up to third spot despite puncturing a tyre on his Skoda.

"It was so loose in there that we didn't realise we had a puncture," admitted Davies, who was followed by Scottish crew Hugh Brunton/Drew Sturrock in a Ford Fiesta R5. Petch managed to set fifth fastest time, despite his Ford

Fiesta snapping a driveshaft.

The third test ran through Halfway Forest, where Hirst set another fastest time and pushed his lead out over third-fastest Payne to 19s. Davies continued his good morning with second-fastest time, moving his Skoda up to third. That was at the expense of Petch, whose Fiesta struck gearbox issues.

Not having a good day were points leaders Perry Gardener/Jack Bowen who rolled their Ford Fiesta R5 out of fifth place. Rounding off the morning's loop was the longest test of the day at nine-and-a-half miles, and the meaty mileage proved no problem for Hirst. He was almost 20s faster than second-quickest Davies. Third fastest was Payne, who wasn't feeling too well, disappointed with his event so far.

"There's just no speed, I'm not feeling confident with the car," he admitted. Nonetheless he was still in a fine second place ahead of Davies.

Petch's woes continued as his Fiesta emerged from the test with a puncture. "We're having a nightmare," he conceded, "but we like a fight back."

The leader was having no such worries. "It's been a really good first loop," said Hirst cheerfully

at service. "I couldn't ask for more. It's going to get hotter this afternoon so I'm debating what tyres to use."

It was a better start for Payne as he set fastest time on the first stage of the afternoon, the rerun of Llyn Login, albeit he was just a tenth of a second quicker than Hirst. Petch, whose Fiesta was back to full health, just edged Davies for third-quickest time.

Normal service was resumed on the run through Monument 2 as Hirst set his sixth fastest time of the day, with Payne just over a second behind and it was a similar story on Halfway 2, as Hirst's fastest time was exactly one second quicker than Payne's time.

Davies had found a rhythm and was setting the third-fastest time on each of the stage, while Brunton's pace was increasing as the day wore on and was becoming a regular in the top-four fastest times.

There would be no issues for Hirst/Dear as they set yet another fastest time on the final stage in Crychan to finish the day as winners. It was their fourth win out of four on Welsh events this year.

"It's been a cracking day," said a delighted Hirst. "The car has been faultless, and Dec has

been on fire on the notes, it's been a good positive day."

Despite not being at his best, Payne did well to finish second, while Davies was pleased with third, despite high tyre wear on the Skoda. Unfortunately, a last-stage puncture dropped Petch to fifth, as Brunton secured a best BTRDA finish of fourth.

After moving from two to four-wheel-drive rallying this year, James Giddings/Lee Taylor had a good run to win Class B13 in their Mitsubishi Lancer E9 after overtaking Richard Hill/Pat Cooper on the penultimate stage, when Hill had "a bit of an episode" in his Lancer E9.

Rob Wilson/Adam Crozier had a problem-free run to take best BTRDA result of eighth in their Mitsubishi Lancer E7, while Bob Morgan/Ade Williams finished ninth despite a couple of offs in their Skoda Fabia.

There was a late disappointment for David Crossen, who was denied a top-10 finish when his Ford Escort Mk2, which had suffered gearbox problems earlier, retired after the final stage. Rounding off the top 10 were Robert Ceen/Shawn Leyland in their Fiesta.

RESULTS

Nicky Grist Stages When: July 9

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Mathew Hirst/Declan Dear	Ford Fiesta R5	45m45.0s
2	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	+52.5s
3	Dylan Davies/Mark Glennerster	Skoda Fabia R5	+1m20.0s
4	Hugh Brunton/Drew Sturrock	Ford Fiesta R5	+2m22.9s
5	Stephen Petch/Michael Wilkinson	Ford Fiesta Rally2	+2m24.2s
6	James Giddings/Lee Taylor	Mitsubishi Lancer E9	+2m51.7s
7	Richard Hill/Pat Cooper	Mitsubishi Lancer E9	+3m04.9s
8	Rob Wilson/Richard Crozier	Mitsubishi Lancer E7	+3m13.2s
9	Bob Morgan/Ade Williams	Skoda Fabia R5	+3m51.3s
10	Robert Ceen/Shawn Leyland	Ford Fiesta R5	+3m52.2s

RF1.4: Lewis Hooper/Steven Brown (Nissan Micra); RF2.0: Ansko Pitkanene/Julia Perry (Suzuki Swift); 1400S: Nigel Jenkins/Dan Petrie (Vauxhall Nova); 1400C: Adrian Walk/Matt Walk (Ford Ka); R2: Tony Simpson/Ian Bevan (Ford Fiesta); B10: Nathan Wearden/Ethan Thompson (Ford Fiesta); B11: Nick Dobson/Phil Sandham (Ford Escort Mk 2); B12: Rob Wright/Mark Fisher (Ford Escort Mk2); B13: Giddings/Taylor; B14: Hirst/Dear; H1/2: Jonathan Brace/Paul Spooner (Ford Escort RS1600); H3: Michael McDaid/Declan Casey (Ford Escort RS1800); H4: James Brady/Daniel Morefield (Porsche 911)



Davies overcame high tyre wear to take third place

CLASSES



Jenkins and Petrie inherited win

Returnees Jenkins and Petrie take 1400S glory

Things were looking good for Pete Horst/Mark Twinn, who led the 1400S Class from the start until they put their Vauxhall Nova off the road on the final stage. That left rally returnee Nigel Jenkins/Dan Petrie as winners. In 1400C Richard Garnett/

Stefan Arndt led in their Nissan Micra before a stage-seven spin dropped them behind Adrian and Matt Walk, who went win to win the class in their Ford Ka. As expected, Lewis Hooper/Steven Brown won the RF1.4 division in their Micra, despite experiencing

battery issues. Michael McDaid/Declan Casey had a good run to win the Historic section in their Ford Escort RS1800 Mk2 as Nick Elliott/Dave Price overcame early suspension problems with their Fiat 131 to overhaul Robert Gough/Sam Collis (Ford Escort

RS1600 Mk2) for second. A stage-three off slowed Chris Skill/Jane Edgington and they had to give second best early on to Jonathan Brace/Paul Spooner who had spun their similar Ford Escort Mk1 in the heat of the Class H1/2 battle. Despite a hard push in the afternoon,

Brace held on to take the win. Leaving it late were Class B11 winners Nick Dobson/Phil Sandham who overtook Neil Andrew/Dom Adams' similar Ford Escort Mk2 on the final stage. Rob Wright/Mark Fisher were winners of Class B12 in another Escort.

BRC REPORT: NICKY GRIST

IN BRIEF

Pryce's century

Osian Pryce ticked off his 100th ever rally start on the Nicky Grist Stages and marked it with a win. Pryce's career began back in 2009, driving in Latvia before stints in the WRC and regularly in the BRC. The organisers gave him the #100 door plates on the car to celebrate.

Payne's priority

Elliot Payne chose not to score BRC points to focus solely on his BTRDA championship instead. That put him on an even keel with his rivals, whereas if he'd done the BRC section he wouldn't have been able to recce if he also wanted BTRDA points. He hasn't given up on the rest of the BRC season though.

Wasted joker

Ruairi Bell was the only driver to nominate the Nicky Grist Stages as his points-boosting joker round, but it didn't work out. He had the pace to do it, running second after SS1 and within the top three after two, but losing third gear meant he cruelly went home empty handed.

Llewellyn's marker

Tom Llewellyn flew under the radar to fourth overall in the BRC event, opting out of driving in the BTRDA and instead doing the recce. He finished just 0.7 seconds behind Jason Pritchard but wasn't registered for points. "I know I'm on the pace, it's nice," he said.

No Nore

Ola Nore Jr was missing for the second BRC round in succession, but this time not intentionally. A big crash on ERC Rally Poland had heavily damaged the Norwegian's Ford Fiesta Rally4, and he simply ran out of time to get the car ready for the Nicky Grist.

Davies avoids disaster

Andy Davies wasn't sure if he'd make round three when the brake disc snapped in testing and left him with "car rebuild number two" just 48 hours before the rally. Davies crashed in Clacton and missed the Jim Clark, but he made the Nicky Grist. He came home in fifth.

McCullagh's tyres

Irishman Niall McCullagh had planned to compete within the BRC for the first time in his Ford Fiesta Rally2 but had to back out due to a tyre complication. Because he wasn't running one of the three registered tyre suppliers – Michelin, Pirelli or Hankook – McCullagh was ineligible for BRC registration.

White's secret weapon

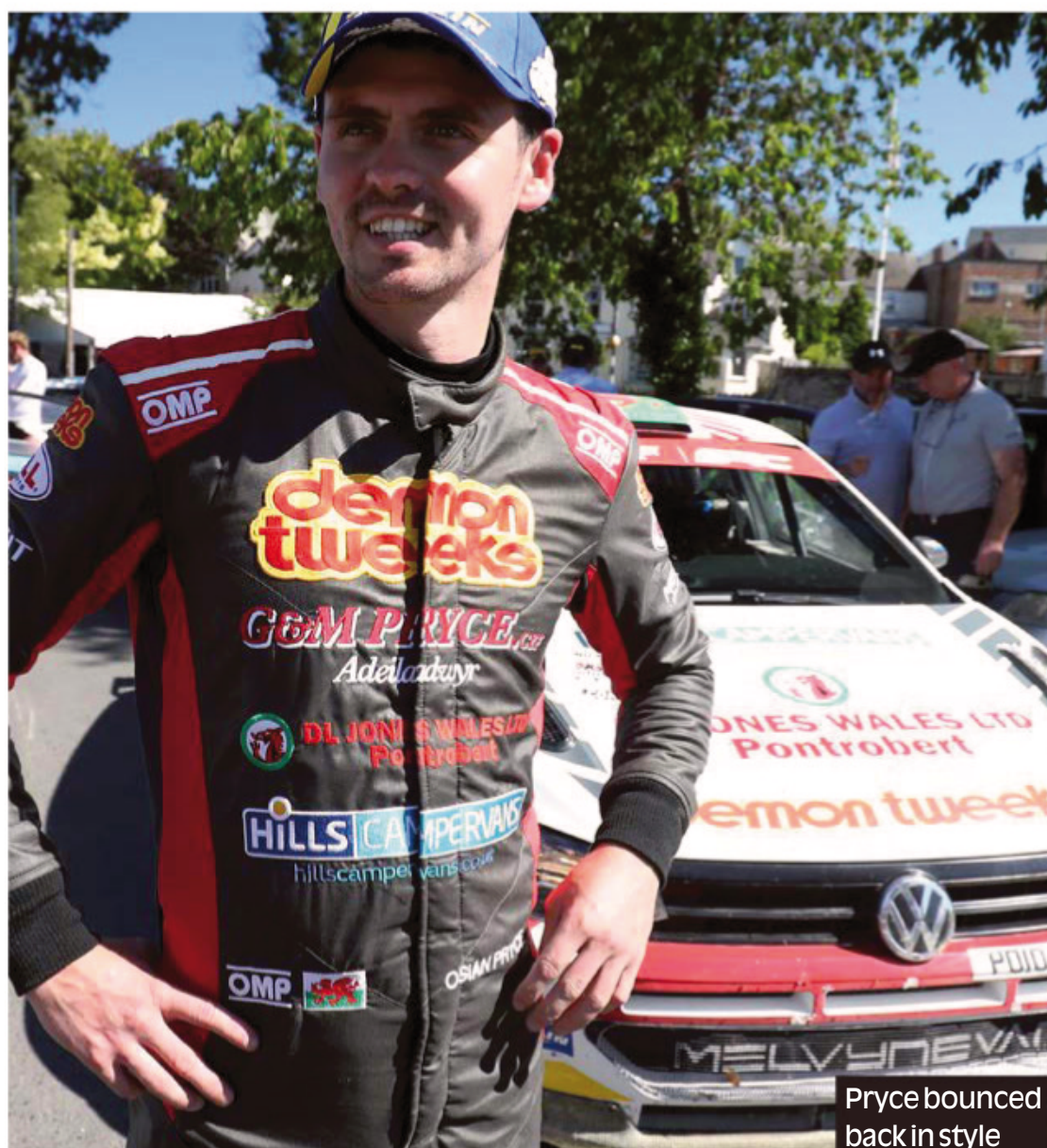
The Nicky Grist was Kyle White's first rally as a married man, and he reckoned it was helping to speed him up. "It's the power of the wedding ring, she told me I needed to get back as quick!" he laughed. Unfortunately White wasn't quite the quickest man in JBRC, but MN understands his marriage is still safe...

PRYCE HITS BACK WITH GRIST GLORY

Osian Pryce shows title rival Keith Cronin the way home as trouble strikes the young guns in the mid-Wales battle. By [Luke Barry](#)



Welshman was on the money throughout



Pryce bounced back in style

Redemption. That's the word Osian Pryce used to describe his latest British Rally Championship victory on the Nicky Grist Stages – claimed by 14.9 seconds over Keith Cronin. Slapping the roof of the car as he made it to the end of the final stage, it was clear this one meant a little more than just 25 championship points.

It had been a tough six weeks for Pryce after his mildly controversial disqualification from the Jim Clark Rally for driving along the second stage with a puncture. But he hunkered down, recuperated and did his talking on the stages to underline his quest for an overdue British championship title.

First was obviously where to be at the end of the rally, but it's where Pryce wanted to be heading into the rally as well. He was starting second, behind series leader Cronin, and feared the dust left behind the fellow VW Polo would cause him problems. Cronin smiled at the news: "He would say that, wouldn't he? We'll see how the first loop goes..."

What Cronin ultimately saw was the metaphorical dust of Pryce's Polo. Beaten by 1.9s on the first test, the four-time champ did close to within 0.1s of the lead after the second stage but once into the longer Halfway and Crychan tests, Pryce was untouchable as he

constructed a 12.7s advantage. That dust that he had feared before the rally? "Not as bad as last year," he explained. But it wasn't all plain sailing for the rally leader.

"We had a bit of an issue with the dash on the first two stages," Pryce said. "It seems to be alright now: two, three, four was all that was coming on the dash gear-wise, so in the tighter stuff I was like 'what gear am I actually in?' and I was a bit hesitant in the junctions. I wanted second gear but I wasn't sure if I'd gone down further than second. But it reset itself for the last two."

Cronin was somewhat puzzled. "I was just struggling a bit," he said. "The line from the [two-wheel-drive] guys in front of me wasn't where I wanted it to be and I was trying to carry speed and ended up with quite big slides. We did have one stall on the third stage, she just locked up and I stalled the engine and we ended up on the bank. But it's OK, we're there or thereabouts. We'll try to keep him under pressure."

Pryce certainly didn't run away. Over the course of the next two tests he only gained a tenth of a second on his rival, but Cronin's plan wasn't forming. Pryce wasn't about to let this one fall from his grasp, even when a puncture – of all things – threatened to derail his bid, 1.5 miles from home. "It was a bit of a heart-stopper," Pryce admitted. "I honestly thought we hadn't quite done it."

But he had, and it was clear how much it meant.

"Obviously after what happened last time, and the milestone [100th event],



Points leader Cronin had no answer to pace



Jason Pritchard said he didn't look at stage times on his way to third

Photos: Jakob Ebrey



Eamonn Kelly put in a great last-stage to push for victory

KELLY DOES IT THE HARD WAY IN JBRC

Trailing by 11.7 seconds in a class as competitive as Junior BRC didn't look like the place to be to hit gold on round three. And yet that's exactly what Eamonn Kelly did, ripping victory from the grasp of Kyle White on the very last stage.

Making a one-off BRC appearance, Alister McRae's son Max stunned to go quickest on the opener, but two small spins – one in the morning and another in the afternoon – pegged him back. Instead it was up to the regulars, Irishmen White and Kelly, to dispute the contest.

Neither had it easy, but Peugeot driver White was the happier man at the midday regroup. "We're starting to find the sweet spot of the car, it's really coming together now," he said. It was coming together when the car was operated properly. White added: "I took off the line of the first stage in road mode. I just said to Sean [Topping, co-driver] 'no power no power.'

But then I looked down and the dash was a different shape than it's meant to be, so I looked over and sure enough the wee button was lit in road mode. I would say I did half-a-mile in road mode."

Kelly's Fiesta was in bigger trouble, and the service crew had to change the alternator as the battery was dying. But that wasn't all.

"We caught Johnnie [Mulholland] on the last stage so we slid off the road and stalled on the last corner, we lost like 20s," said Kelly. "You could literally just see the back of his bumper and nothing else so we missed the corner completely. It's so annoying [but] it's a problem for everybody."

Kelly's bigger problem, though, was White, who continued to stretch ahead into the afternoon. But the tables would turn on the last pair of stages as White's tyres began to wear to the

canvas in the heat. However things still weren't well with Kelly as he'd lost power-steering, and he had 9.7s to make up on the last stage if he wanted to win. Somehow, that's exactly what he got.

"We had to go for it, I thought we were done," Kelly said. "We got the power-steering working again for the last one, it was intermittent but we just pushed like f***. I've gone through all different types of emotions today and have never had to fight so hard for a win, so yeah it's class, it's such a nice feeling."

White, who has yet to score a JBRC win, was naturally deflated. He explained: "It is disappointing, but what can you do?"

He edged McRae to third – an impressive result given he'd never rallied in Wales before – with Mulholland fourth and Ioan Lloyd fifth, despite super-rallying after a stalled engine and bald tyres on SS3.

it's just nice to win," he said. "We did everything, we prepared well – there was a lot more to give if we really needed to use it. I'm just really chuffed to get back on track. It's been quite a hard six weeks processing what happened, but I've been able to put it to bed and come back out fighting again."

Cronin knew he'd been had. He said: "It was a good result [but] not the result I would have wanted I guess. I don't think I was going to beat Osian here today, whether I have more work to do with set-up or is it myself? I don't honestly know. Some stages we were able to get a really good rhythm and we were going hard, but then maybe the next round will be a different story. Obviously this is on his doorstep."

This BRC season is rapidly developing into a Pryce vs Cronin showdown, but Ruairi Bell and James Williams are determined for that not to be the case.

Sadly for both, the Nicky Grist won't be an event they'll remember in a hurry. Bell has had a luckless season so far and was right in the thick of it, just 1.7s off the lead after two stages before his Skoda Fabia R5's gearbox cried enough. The tactics were in place but to no avail.

"We made a tyre decision that was going to benefit us from the fourth stage onwards, we went on the hards – we were feeling really confident because they were brand-spanking new; they are brand-spanking new I might send them back, see if Pirelli wants them!" Bell said.

"We were happy to maybe drop 10s or 15s if we had to, but although the decision was ultimately right, the gearbox problem just got worse and worse and then it got really bad so I had to stop because it would just be silly."

Williams meanwhile just never looked happy, encountering a catalogue of problems. Whether it was his Hyundai's engine entering safe mode, the intercom failing, catching the dust of another car or a transmission failure, nothing went right until it really didn't go right on the last stage and Williams had to retire with broken suspension, bringing his podium streak to an end.

But after a dreadful Jim Clark, Jason Pritchard returned to form on his home stages to record his first BRC podium since 2010. Not looking at times all day, Pritchard admitted third was "a nice surprise" but conceded: "I just feel more myself, a bit more confident and I think that's shown in the times."

A two-wheel landing over the jump Ollie Mellors crashed on last year was the only real moment. "I'm obviously a bit heavier than Phil [Clarke, co-driver] because it landed my side first!" Pritchard smiled.

Garry Pearson returned a solid fourth place finish, upping his pace in the afternoon after selecting too hard a compound of tyre in the morning. Andy Davies did well just to be in Builth Wells, but his persistence was rewarded with his first-ever BRC championship points in fifth.

"There was even more to give if we needed to"

Osian Pryce



James Williams was out of luck with a torrid rally



Max McRae was a star in the Junior BRC section

RESULTS

Nicky Grist Stages British Rally Championship
Round 3/7 When: July 9 Where: Builth Wells, Powys

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Osian Pryce/Noel O'Sullivan	Volkswagen Polo GTI R5	45m03.4s
2	Keith Cronin/Mikie Galvin	Volkswagen Polo GTI R5	+14.9s
3	Jason Pritchard/Phil Clarke	Volkswagen Polo GTI R5	+24.4s
4	Garry Pearson/Dale Furniss	Ford Fiesta Rally2	+1m30.4s
5	Andy Davies/Michael Gibbey	Ford Fiesta R5	+3m44.5s
6	Eamonn Kelly/Conor Mahon	Ford Fiesta Rally4	+4m55.6s
7	Kyle White/Sean Topping	Peugeot 208 Rally4	+4m59.1s
8	Max McRae/Mac Kierans	Ford Fiesta Rally4	+5m22.7s
9	Johnnie Mulholland/Eoin Treacy	Ford Fiesta Rally4	+6m35.8s
10	Ioan Lloyd/Sion Williams	Peugeot 208 Rally4	+33m15.9s

Championship points (after 3/7 rounds): 1 Cronin 61; 2 Pryce 50; 3 James Williams 33; 4 Pearson 30; 5 Elliot Payne 22; 6= Pritchard 21; 6= Kelly 21; 8 White 14; 9 Evans 12; 10 Davies 10

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RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: HSCC BY PAUL LAWRENCE JULY 9-10

TEENAGER KICKS THE REST AT BRANDS HATCH



Michael Lyons claimed the Aurora victories



Warren Briggs rumbled to Thundersports victory

Teenage rising star Samuel Harrison was the toast of Brands Hatch, as he took four dominant victories. Harrison took a double in both Historic F3 and Historic Formula Ford to give himself a real shot of winning both championships.

Martin Stretton raced superbly to score a double in Historic Formula 2, but it was never easy. The opening race was an absolute stormer, though interrupted by an early shunt at Paddock when Mark Charteris and Rob Wheldon made contact and both speared off into the wall, thankfully without harm. Stretton had led from the first start and did the same second time around, this time with Matthew Watts chasing hard.

Stretton, running his March 712 with a two-litre engine, lost out on downforce, but gained some of it back on straightline speed against the later 782s of Watts and Matt Wrigley. It was nip and tuck but Wrigley retired after a brake pipe burst. Up to a mighty third came the brilliant Benn Tilley in his Formula Atlantic Modus, making up with talent what he lacked in horsepower.

On Sunday, Watts got the jump off the start and lead the early laps with Stretton mounting a relentless pursuit. Meanwhile Wrigley was battling up the order and when Watts toured to the pits with overheating concerns Wrigley moved up to take the fight to Stretton all the way to the flag. Once again Tilley rounded out

the overall podium.

Benn Simms won the opening Historic FF2000 race as arch-rival Graham Fennymore, struggling with a borrowed car after a torrid week, had to battle hard to get ahead of Mark Mercer for second place. Simms missed the second race due to a shoulder injury and Mercer drove a fine race to fend off Fennymore.

Michael Lyons made short work of the Aurora Trophy field from the back of the grid and soon relieved Stretton and Neil Glover of the top two places. Lyons rocketed the family's Gurney Eagle away for a resounding victory and did it again on Sunday. Andrew Smith twice was away and gone from the Classic F3 field on the first lap.

Harrison was peerless in his Chevron B15 to take another double win from a magnificent Historic F3 pack. Jeremy Timms went after the teenager and never stopped chasing but was always a couple of seconds shy.

Notable wins on Sunday included those for John Davison in Historic Road Sports, James Dodd in the Guards Trophy when he went solo in the family Ginetta G16 and Michael O'Brien (Brabham BT6) in Formula Junior. John Burton and Warren Briggs shared the Thundersports wins. Briggs retired his McLaren from the opener after the throttle linkage broke, but Burton missed Sunday after a bout of food poisoning.

RACE WINNERS		
Historic Formula 2 Races 1 & 2: Martin Stretton (March 712)	Historic FF1600 Races 1 & 2: Samuel Harrison (Merlyn Mk20)	Formula Ford 2000 Race 1: Benn Simms (Reynard SF77); Race 2: Marc Mercer (Reynard SF79)
Classic Formula 3 Races 1 & 2: Andrew Smith (March 783)	Thundersports Race 1: John Burton (Chevron B26); Race 2: Warren Briggs (McLaren M8E)	Historic Road Sports John Davison (Lotus Elan)
70s Road Sports/80s Sports and GT Charles Barter (Datsun 240Z)	Aurora Trophy Races 1 & 2: Michael Lyons (Gurney Eagle FA74)	Formula Junior Michael O'Brien (Brabham BT6)
Historic F3 Races 1 & 2: Samuel Harrison (Chevron B15)	Guards Trophy James Dodd (Ginetta G16)	

HISTORIC FORMULA FORD



Harrison took a double in Historic Formula Ford

Harrison takes charge in Formula Ford

There was no stopping Samuel Harrison at Brands Hatch as he blitzed his Merlyn Mk20 to a brace of wins in the Historic FF1600 Championship. With his closest challengers Tom McArthur and Callum Grant absent, Harrison added 50 points to his title lead.

The opening race didn't happen at the end of Saturday as planned due to earlier days and was rescheduled for

Sunday morning.

Harrison led the field around the parade lap after setting the pace in qualifying and while the teenager has been racing regularly all season, second-fastest Linton Stutely was having his first race of the season after spending recent months becoming a dad and running cars for other drivers.

Unfortunately, the first race has halted at eight laps after a

major accident at Paddock Hill Bend for Westie Mitchell after a tangle of wheels with Tim Brise sent Mitchell's Merlyn cartwheeling into the gravel. Thankfully the former, on his seasonal Formula Ford debut, was unharmed.

By then, Harrison was away and gone, building his lead by more than a second a lap, as Stutely chased from a distance in his Royale RP3.

The second race was similar as Harrison shot away from the start and built an immediate lead as Stutely and Daniel Stanzl headed the rest.

A ferocious battle for third developed between Stanzl, Wrigley and Rob Smith and, eventually, that was the cause of a red flag after 10 laps when Stanzl's Elden ended its race in the Paddock Hill gravel.

70S ROADSPORTS



The Datsun outran the rest in the 70s Roadsports

Barter gets back to the very top

Charles Barter revelled in a Datsun 240Z working properly for the first time in three years to take a resounding win in a super-competitive 70s Road Sports race on Saturday.

Though Jeremy Clark put his Lotus Elan on pole by a tenth of a second, it was Barter who got the jump off the line to fire into an immediate lead. His son Julian quickly slotted his TVR

3000M into second and chased his father from around a second back for the first half of the race. Clark, meanwhile, had his hands full of John Williams in first of the Porsches and it took Clark some laps to shake off his challenger. Clark then set about closing down Barter Jr and scythed through into second before setting off after Barter Sr.

While Barter the younger slipped back towards Williams, Clark hunted down the leader and got closer and closer in his Elan.

As they threaded through traffic in the final laps Clark had a window of opportunity but Barter wasn't about to let this one slip after several seasons' overheating issues. Sure enough, Barter was able to

stretch his lead to just over two seconds at the flag as Williams elbowed the fading Julian Barter back to fourth.

Steve Deeks made an impressive debut in his Porsche 911 after five years of pain with the car. It finally came together and he raced strongly to chase towards the top five before losing ground with a quick spin at Druids.

RACING REPORTS

Photos: Steve Jones

THRUXTON: BARC BY STEFAN MACKLEY

JULY 9-10

CRIPPS STANDS TALL IN PRE-'83 EPIC DASH



Cripps made a winning comeback in his Escort

Despite not having raced his Ford Escort Mk2 RS2000 this year, Classic Touring Car Racing Club stalwart Stephen Cripps took victory in an outstanding Pre-'83 contest – one of the on-track highlights of the British Automobile Racing Club's Thruxton meeting.

A broken rocker put race-one winner Stephen Primett's Escort Mk1 out from an early lead in the sequel, paving the way for a fantastic five-car race-long lead battle. Cripps was last of the late brakers into the Club chicane, moving from fourth and into first before defending over the remaining three laps.

There was more success for the Cripps family over the weekend as son Matthew claimed a Pre-'03 double aboard his Honda Civic Type R on his series debut, benefiting when championship

leader Gary Prebble's Civic failed to take both starts. Outright victories were shared between Anthony Reid and Richard Wheeler at the wheel of their Nissan Primeras in the concurrent Super Tourers class.

Ryan Smith continued his quest for a seventh-consecutive British Truck Racing Championship title, dominating both of Saturday's races from pole as main title rival Stuart Oliver chased home each time.

Smith (Daimler) could only climb to third from eighth in the partially reversed-grid race three, as David Jenkins (MANTGX) kept him and Simon Reid behind, before a loss of power steering limited Smith to 10th in race four. Michael Oliver (MAN) took the win in the red-flagged contest as Reid again finished runner-up.

Father Stuart looked to have secured victory in the final race, a

neat cutback out of the Club chicane giving him the inside line into Allard and the lead from Steven Powell (MAN TGS). But it counted for nothing as moments later a red flag for a collision in the pack meant on countback Powell took the win with Smith third.

An ECU issue prevented Pickup Truck Racing Championship leader George Turiccki from competing in qualifying, which forced him to start both races from the rear of the field.

The reigning champion climbed to third by the flag in race one, securing the final podium spot with an outside pass into Campbell on long-time leader Paul Tompkins on the final lap, while up front Mark Willis kept Dale Gent at bay.

Contact from Jamie Liptrott at Cobb sent Turiccki spinning and

consigned him to 11th in race two, with the race stopped when Liptrott's truck became ablaze several laps later. Reece Jones won from Willis and Gent.

A broken water pump on his MCR S2 prevented Sports 2000 race-one winner Michael Gibbins from doubling up, as championship leader Joshua Law took the spoils. Richard Johnson had closed to challenge, but a late safety car and cold tyres at the restart prevented any chance of the win.

Wayne Rickett blasted to a double Hyundai Coupe Cup success, but had to work hard against Alistair Dendy. Rickett capitalised on a small mistake to take the opener, but was trailing Dendy onto the last lap in the sequel before a sudden loss of power for his rival allowed Rickett to come through for the win.



Ryan Smith was a double victor in the big rig clashes

RACE WINNERS

CTCRC Pre '66/Pre '83 Race 1: Stephen Primett (Ford Escort Mk1); Race 2: Stephen Cripps (Ford Escort Mk2 RS2000)	Race 4: Michael Oliver (MAN); Race 5: Steven Powell (MAN TGS)	MG Owners Club Races 1 & 2: Steve McDermid (MG ZR 170)
CTCRC Pre '93/Pre '03/ Super Tourers Race 1: Anthony Reid (Nissan Primera); Race 2: Richard Wheeler (Nissan Primera)	Pickup Trucks Race 1: Mark Willis; Race 2: Reece Jones	CTCRC Jaguar Challenge Races 1 & 2: Tom Robinson (Jaguar XJR6)
British Trucks Races 1 & 2: Ryan Smith (Daimler); Race 3: David Jenkins (MAN TGS);	Sports 2000 Race 1: Michael Gibbins (MCR S2); Race 2: Joshua Law (MCR S2n)	CTCRC Classic Thunder/Blue Oval Races 1 & 2: Jason Davies (Ford Sierra Cosworth)
	Hyundai Coupe Cup Races 1 & 2: Wayne Rickett	CALM All Porsche Trophy Sam Callahan (Porsche Boxster)



Anthony Reid rolled back the years in his Primera

KNOCKHILL: KMSC BY MICHAEL GRAY

JULY 9-10

PETTERS ARE THE FORM DRIVERS AT KNOCKHILL CHALLENGE

The return of Knockhill Motor Sports Club car racing to Knockhill in Fife for a double header meeting involved both full circuit layouts across the two days.

Saturday was anti-clockwise with Sunday using the more traditional clockwise format, each providing unique challenges for the drivers as they tackle the different circuits in soaring temperatures that tested driver and machinery all weekend.

The regular championships

of Scottish Legends, Modsports and SLS were accompanied by visiting support classes in the BARC Junior Saloon and Northern Sports and Sports Car Championship (NSSCC) who were making their annual visit north of the border for an entertaining and fast-paced weekend.

It was a tale of two Petters over the two days of racing as Daniel Petters took three impressive victories in the KMSC Modsports class in his Porsche GT3 and Jamie

Petters battled his way to victory in the BARC Junior Saloon championship in their second race of the weekend.

Max Hall took victory in race one for the Junior Saloons and backed that up with a second-place finish in race two, pushing Jamie Petters all the way in what was a great weekend of close, hard and fair racing from all the Juniors.

Matty Cobb was denied a great comeback victory in Northern Sports and Saloon Car Championship race two

as an early pitstop and lengthy safety car period meant he had little time to claw back the distance to eventual winner Max Williamson who crossed the line two tenths ahead. Williamson held on over the final lap to deny Cobb a win in both the circuit configurations.

The standout race of the weekend was no doubt the Legends finale on Sunday afternoon as an early safety car bunched the field together and once they were released it was non-stop action at every

corner. Five cars battled furiously for victory, with the lead changing multiple times across each lap it was tense to watch as the cars battled hard but fairly for every inch.

As the laps passed the pressure began to build and as drivers started to fall away it was Ben Mason who managed to build a gap to his rivals and hold on to take an extremely impressive victory as he crossed the line after a 12-lap extravaganza, another excellent advert for Legends racing in Scotland.

RACE WINNERS

Saturday Scottish Legends Heat 1 & 2: Ryan Mcleish; Heat 3: Stewart Black	Sunday Scottish Legends Heat 1: Stewart Black; Heat 2: Ryan Mcleish; Heat 3: Ben Mason
KMSC Modsports Race 1 & 2: Daniel Petters (Porsche 997 GT3)	KMSC Modsports Race 1: Paul Brydon (Solution F BMW M3); Race 2: Daniel Petters (Porsche 997 GT3)
BARC Junior Saloons Max Hall	BARC Junior Saloons Jamie Petters
DDMC NSSCC Matty Cobb (VW Beetle)	DDMC NSSCC Mike Williamson (Mitsubishi Lancer E4)

RACING REPORTS

Photos: James Roberts

DONINGTON PARK: BRSCC BY PETER SCHERER JULY 9-10

STRATEGY IS KEY FOR TROJON WARRIORS



Team Trojon topped the C1 battlers



Mike Jordan (centre) was in the heart of the Mini Seven fight

Strategy once again played a major part in the success in Oulton Park’s three-hour C1 Endurance race. Both Team Trojon’s Charlie Bingham and Emax Motorsports Jake Little did long opening stints. Little led for most of the first two hours, apart from a spell behind #Blessed team driver Chris Etheridge. With James Little in for son Jake, he picked up a puncture and the extra time in the pits proved decisive as Bingham/Adam Willis claimed their maiden victory. The Littles recovered to take second, from TOF’s Stephen Glynn/John



Andrew Jordan got P1 and P2

Gladman, after Oscar Proetti vacated second for a late splash-and-dash pitstop. There were 11 Caterham races over five different specifications, but most had a last-lap race to the flag in common. Aaron Head won the first of the 7 UK races, after snatching back his lead from James Murphy following a race-long duel. Head clashed with Luke Stevens at the chicane in race two, after they had got away following a safety car intervention. Lewis Thompson took advantage to claim the win, but Stevens recovered to retake second on the last lap. Thompson spent most of race three chasing Head. They held station but Head picked up a track-limits penalty, dropping him to second and handing Thompson win number two. Dominique Mannsperger and Taylor O’Flanagan took their race-long 270R duel down to the wire, after swapping and changing almost every lap.

Mannsperger took the narrowest of victories, but O’Flanagan went one better in race two, holding off Michael Chaplin and Hugo Bush. There were double winners too as Pete Walters proved in the 310R division. In race one, Harry George came close to a last-lap challenge, after he had ousted Ben Lopez-Appleton a lap from home, but in race two Walters was in the clear as Jack Sales snatched second from George into the chicane on the last lap. Geoff Newman came out on top in both Roadsports races. In the first he had to reclaim his lead from Freddie Chiddicks on the last lap and spent most of race two swapping with Charlie Lower, before making it stick a lap from home. Rrutuj Patki took the first Caterham Academy Group win and in the second Ben Timmons just held off Matt Larbey. In the first Mini Miglia race Andrew Jordan made good his escape as his rivals fought over second. Aaron Smith

pipped Kane Astin for runner-up spot on the last lap, with Jeff Smith fourth. Despite going from eighth to first on the opening lap of race two, Jordan was caught by Rupert Deeth, once he had broken clear of the chasing pack. When Jordan missed a gear exiting the chicane a couple of laps from home, Deeth pounced to take victory, with Astin taking third again. Mike Jordan took the spoils in the first Mini Miglia after chasing Ross Billison until the penultimate lap, when he emerged from four abreast on the Craner Curves to lead into the Old Hairpin. Glen Woodbridge was a close second from Connor O’Brien. O’Brien was a dominant race two winner with Jordan consolidating second, from the duelling Woodbridge and Billison. The combined Civic and ST-XR Challenge provided double wins for Ben Griffiths’ Civic and Chris Jones’ Ford Fiesta ST150.

RACE WINNERS

C1 Endurance Series Team Trojon (Charlie Bingham/Adam Willis)	Caterham Academy Race 1: Rrutuj Patki; Race 2: Ben Timmons
Caterham 7 UK Race 1: Aaron Head Race 2 & 3: Lewis Thompson	Mini Miglia Challenge Race 1: Andrew Jordan; Race 2: Rupert Deeth
Caterham 270R Race 1: Domenique Mannsperger; Race 2: Taylor O'Flanagan	Mini Seven Challenge Race 1: Mike Jordan; Race 2: Connor O'Brien
Caterham 310R Races 1 & 2: Pete Walters	Civic and ST-XR Challenge Races 1 & 2: Ben Griffiths (Honda Civic Type R)
Caterham Roadsports Races 1 & 2: Geoff Newman	

Photos: Gary Hawkins

OULTON PARK: MSVR BY PETER SCHERER JULY 9

CAMPBELL AND WEBB CAPITALISE ON LATE WOE

An oil slick at Cascades proved decisive on the last lap of the first GT Cup race at Oulton Park on Saturday afternoon. Simon Orange’s McLaren 720S had managed to build a substantial lead after Grahame Tilley’s Mercedes pulled out of second with a flat battery following alternator failure just four laps in. With Steve Burgess’s Radical then vacating second with a broken gearbox at the pitstops, Oli Webb had taken over Ian Campbell’s McLaren’s and was left chasing Michael O’Brien, in for Orange in the McLaren. But a last-lap spin for O’Brien handed Webb the win. The former leader recovered to keep Mike Price/Callum Macleod’s Mercedes at bay for second. There was little to split Orange and Price in the first half of race two, but Macleod, in for Price, rejoined and managed to make it decisive. Campbell/Webb followed O’Brien, in for Orange, in third place. Chris Dyer and Simon Clark shared

the Porsche Club victory spoils. Matt Kyle-Henney led from the start of race one until Dyer got by around the outside at Old Hall on the fourth lap. As Kyle-Henney slipped out of contention, Clark came out on top of a duel with James Caley and almost caught Dyer at the flag. Pete Morris just held off Clark at the start of the second race, and successfully defended for the first three laps. Clark then set the pace with Dyer in pursuit as both held station to the flag while, having dropped to fourth, Morris almost snatched third back from Bill Caley towards the end. Charles Clark led the first Porsche Cayman Sprint race from the start but had Stephen Roberts as a challenger. Harry Foster then split the duo but couldn’t catch Clark, while Roberts still retained third despite a false-start penalty for a false start. Clark looked set for a double win having led from the opening lap of race two, but Foster snatched the spoils on the last lap. Roberts retained a race-long third position.

RACE WINNERS

GT Cup Race 1: Ian Campbell/Oli Webb (McLaren 720S GT3); Race 2: Mike Price/Callum Macleod (Mercedes AMG GT3)	Porsche Club Race 1: Chris Dyer (Cayman S); Race 2: Simon Clark (996 C2)	Porsche Cayman Sprint Challenge Race 1: Charles Clark; Race 2: Harry Foster	Ford Focus Cup Races 1 & 2: Liam McGill
			Porsche 911 Challenge & Boxster Cup Races 1 & 2: Mark Bates (911)

Simon Clark was a race-two winner in Porsches

MN POLL WITH MOTUL



LOLA: WHICH ARE THE CARS THAT CAPTURED THE HEART?

We need your help to select the highlights from the race car constructor. By Matt James

Photos: Motorsport Images

The news that Till Bechtolsheimer has bought the Lola name has many fans excited. One of the most prestigious car racing firms has had fresh life breathed into it, and the future for the once-great firm seems like it is on an upward trajectory once more. So that got us thinking, and we polled our assembled experts to try and pin down which was the favourite machine produced by the Huntingdon firm. Naturally, opinions vary and that can be down to which era of race cars an enthusiast grew up with and which branch of motorsport captured the heart. Details of how to go online and vote are in the panel on this page. Please make your voice heard and we will print the results at the end of the month.

THE NOMINEES

1 Lola T70 Mk3

The Lola T70 had already made its mark on the sportscar scene with John Surtees claiming the Can-Am Championship in the States in 1966 in the Mk2 version of the mighty machine – only eight years after the company was founded. Powered by a heavyweight Chevrolet V8

capable of pushing out north of 500bhp and capable of hitting 190mph, the Mk3 was introduced to the world at the 1967 Racing Car Show in London. The car was a development of the Mk2 spyder version of the sportscar and it was a huge hit with lots of customer versions being built.



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote



2 Lola T332

Lola's T300 Formula 5000 offering had been a successful car, although it had been a close-run thing with rivals such as Trojan and Chevron. The tweaked T332, which featured suspension and layout refinements, was designed to put that to rights and the programme took Lola to the summit once

more. It used a stressed engine configuration and it was propelled by a Chevrolet V8, and made its debut in 1974. Brian Redman was one of the main protagonists of the single-seater and he claimed three USAC F5000 crowns in a row for the British firm between 1974 and 1976 when he was driving for Carl Haas's squad.



3 Lola T210

Sensing the prevailing wind when the FIA introduced the new European Sportscar Championship for 1970, Lola created the T210, a 1800cc car, that pushed out 235bhp. It created an iconic car and it was an immediate hit, with its first win coming in the British Sportscar Championship in the hands of Jo Bonnier, the firm's European agent. Things were tougher in Europe with fierce competition from Chevron, but Bonnier won four from the nine rounds to battle his way to the silverware.

4 Lola T90/00

After winning five races in the 1989 IndyCar season, Lola was determined to step up in 1990 and the T90/00. Lola had won two previous Indycar titles, but the T90/00 took the firm to a whole new level of dominance over

its rivals from Penke and March. Al Unser Jr took the first of his two crowns in a Galles-Kraco-run 800bhp 2.6-litre Ilmor Chevrolet-powered car after a fierce battle with Michael Andretti in his Newman/Haas version.



5 Lola Mk1

With bodywork developed by Maurice Gomm, the 1958 Lola Mk1 was the first machine from Eric Broadley's stable. Powered by a Coventry Climax engine, the lightweight 1100cc sports racer. In effect, and much like many racing cars of the time, it was a 'bitsa' – bits of other standard products bolted together to make a racing thoroughbred. The uprights at the front came from a Morris Minor and the steering rack was straight from BMC. The drum brakes came from a Triumph TR2...



6 Lola T90/50

Mark Williams refined his T89/50 design of 1989 and produced the more aerodynamically efficient T90/50, which would go on to capture the heart of Formula 3000 fans. F3000 was an easy category to fall in love with too. It had the best young talents from around the globe who were on the cusp of F1, and they were battling it out in a multi-make single-seater class for rapid machines.

7 Lola T530

Can-Am had been a happy hunting ground for Lola, and the T530 summed up its philosophy perfectly. The ground-effect T530 was probably the ultimate iteration of the category. It was a massive car, enough to scare anyone when it appeared in the rear-view mirrors. It is thought to be the biggest racing car ever built. In 1980, Formula 1 driver Patrick Tambay – who was on a sabbatical from grand prix racing – rumbled his way to seven wins from the 10 rounds in the Can-Am competition to claim the crown in his Carl Haas-entered machine.



8 Lola T600

Lola's favourite driver Brian Redman was the impetus behind the T600 programme. IMSA in the States had created a GTP category for Grand Touring Prototypes and Redman saw a business opportunity for Lola and Eric Broadley agreed. They set about building a

car from a Lola T70 base. Cars were built for the Cooke-Woods team in IMSA, which were shorter sprint-style events, but it was also beefed up to make the machine, which was powered by a Chevrolet six-litre engine, was also eligible for Le Mans and the World Endurance Championship in 1981.



9 Lola B05/40

When the LMP900 and LMP675 classes were pensioned for the 2005 sportscar season, a lot of marques were required to rethink their programmes. Lola revamped the EX257, which had carried the MG colours at Le Mans in 2001 and 2002, and created its first

bespoke LMP2 car, the B05/40. It was available to customers and had been designed to take a whole host of different powerplants such as Judd, Zytek and Acura. It was a popular car and used in the American Le Mans Series, the Le Mans series and at the 24 hour classic in France too.



10 Lola T290

The sports racer was introduced in 1972 and two up-and-coming designers, Patrick Head and John Barnard, were responsible for the look of the car. It was a development of the successful T210 (which is third on this list) and T212. It was a class winner at Le Mans in its maiden season in the hands of Barrie Smith and Rene Ligonnet.

WHAT'S ON

YOUTUBE REVIEW

In this week's Motorsport News we give the lowdown on the new Porsche 963, with which the storied German marque returns to top-level endurance competition in 2023. It'll take on a host of other manufacturers, plus works 963s will compete against those in private hands.

Just like sportscar racing from our dreams. But of course moving pictures and audio of the 963 do more justice than mere words, and YouTube comes up trumps with said video and audio. Shortly after the car was unveiled at the Goodwood Festival of Speed –

becoming the first to be revealed for the new LMDh rules – Dane Cameron drove it up the famous hill. Goodwood has a three-minute video of this at: youtube.com/watch?v=UiXArRirhzE. While Porsche has a minute-long

video of its own, and one offering more of a sensory experience of the Goodwood run, complete with interview excerpts with some of Porsche's major players. That's at: youtube.com/watch?v=MCXSwoBo1us.

Graham Keilloh



Porsche 963 has wowed

TV GUIDE



Catch the WRC's star drivers on BT Sport

BT Sport has highlights at the end of each day of this weekend's latest WRC round, Rally Estonia. Friday's best is on BT Sport 2 at 2030hrs-2100hrs; Saturday's is on the same channel at 2300hrs-2330hrs. Final-day highlights are on Sunday at 1900hrs-1930hrs on BT Sport 3. On Monday the whole thing is in WRC Review at 2000hrs-2100hrs on BT Sport 1. Channel 4 shows action from this weekend's Formula E New York

rounds on Sunday morning at 0830hrs-0930hrs and on Tuesday at 0005hrs-0105hrs. Sky Sports F1 has highlights of F1's 1984 Brazilian GP at 2000hrs. BT Sport offers several chances to watch recent endurance action, starting today with Asian Le Mans Series at 0730hrs-0830hrs, European Le Mans Series at 0830hrs-0930hrs – both on BT Sport 3 – then Le Mans Cup on BT Sport 2 at 1230hrs-1300hrs.

Graham Keilloh

LIVE TV

WORLD RALLY CHAMPIONSHIP RALLY ESTONIA

SS1: Thursday, 1830hrs-1930hrs, BT Sport 1
SS12: Saturday, 0900hrs-1000hrs, BT Sport 2
SS16: Saturday, 1500hrs-1600hrs, BT Sport 1
SS21: Sunday, 0700hrs-0800hrs, BT Sport 1
SS24/Powerstage: Sunday, 1200hrs-1330hrs, BT Sport 1

FORMULA E NEW YORK

Race 1: Saturday, 1730hrs-1935hrs, Eurosport 2
Race 2: Sunday, 1730hrs-1935hrs, Eurosport 2

INDYCAR TORONTO

Practice 1: Friday, 1930hrs-2045hrs, Sky Sports F1
Practice 2: Saturday, 1500hrs-1600hrs, Sky Sports F1
Qualifying: Saturday, 1900hrs-2015hrs, Sky Sports F1
Race: Sunday, 2000hrs-2300hrs, Sky Sports F1

NASCAR NEW HAMPSHIRE

Race: Sunday, 1930hrs-0000hrs, Premier Sports 1

WHAT'S ON

RALLYING SATURDAY

■ **Kinloss Summer Stages (Scotland)**
Condor Motor Sports Club (no spectators)
condormsc.co.uk

SUNDAY

■ **Stone Throwers Rally (Ireland)**
Tipperary Motor Club (spectators admitted)
tipperarymotorclub.weebly.com

RACING SATURDAY

■ **Silverstone National, Northants**
VSCC meeting: Pre '66 Racing Cars, Pre-War Racing Cars, Pre-War Sports, 500cc F3, Austin 7s, VSCC Specials, Allcomers, FISCAR, Pre '55 Sports, Handicap races Starts racing from 1230hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk Tickets online only
■ **Cadwell Park, Lincs**
SMRC meeting: Mini Cooper, Junior BMW, C1 Cup, Fiesta ST, R53 Mini Cooper S, Classic Sports and Saloons Starts racing from 0900hrs (qualifying from 0900hrs) Admission

adult £14, under 13 free Web msv.com Contact 0344 225 4422
■ **Oulton Park Island, Cheshire**
CTA meeting: TCR UK, Civic Cup Starts racing from 1250hrs (qualifying from 0830hrs) Admission adult £19, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY-SUNDAY

■ **Snetterton 200, Norfolk**
Snetterton Historic 200: Woodcote Trophy/Stirling Moss Trophy, Pall Mall Cup, Historic Touring Cars/ U2TC/ 60s Touring Cars, Pre-War Sports, Ford GT40s, HRDC Allstars, Jack Sears Trophy, Classic Alfa, GT Challenge Starts Saturday, racing from 1140hrs (qualifying from 0900hrs) Sunday, racing from 1245hrs (qualifying from 0900hrs) Admission adult £19, under 13 free Web msv.com Contact 0344 225 4422
■ **Castle Combe, Wilts**
CSCC meeting: Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Classic K, New Millennium, Open Series, Turbo Tin Tops, Slicks Series Starts Saturday, racing from

1150hrs (qualifying from 0830hrs) Sunday, racing from 1300hrs (qualifying from 0830hrs) Admission adult £20, under 16 free Web castlecombecircuit.co.uk

SUNDAY

■ **Silverstone National, Northants**
CMMC meeting: Mighty Minis, Anglo-American, Welsh Sports/Saloons, Track Attack, Classic Challenge, Modern/GT, Pre-War/50s Sports, 116 Trophy Starts racing from 1130hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk Tickets online only

SPORTING SCENE SATURDAY

■ **Val des Terres, St Peter Port, Guernsey**
British Hillclimb Championship: Starts: 0900hrs Admission: TBA Web gsymccc.co.uk

SUNDAY

■ **Buxton Raceway, Derbyshire**
National Hot Rods: Starts: 1300hrs Admission: adults £20, concessions £19, children 9-15 £10 Web:

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Photographs must be of a good quality and please send no more than three images



David Harbey enjoyed a return trip to Harewood Hill recently



Chris Payne: Jim Clark Room car



Bob Sketchley was at Goodwood



Richard Salisbury's McRae shot



Toyota Brands woe, from Gary Hill

NEXT EDITION

CAN ROVANPERA CONTINUE HIS REMARKABLE SEASON?

Full report from the Estonian Rally's WRC showdown



OUT THURSDAY, JULY 21



WE RUN THE RULE OVER THE BTCC AT MIDTERM

Who are the winners and losers on the tin-top report card?

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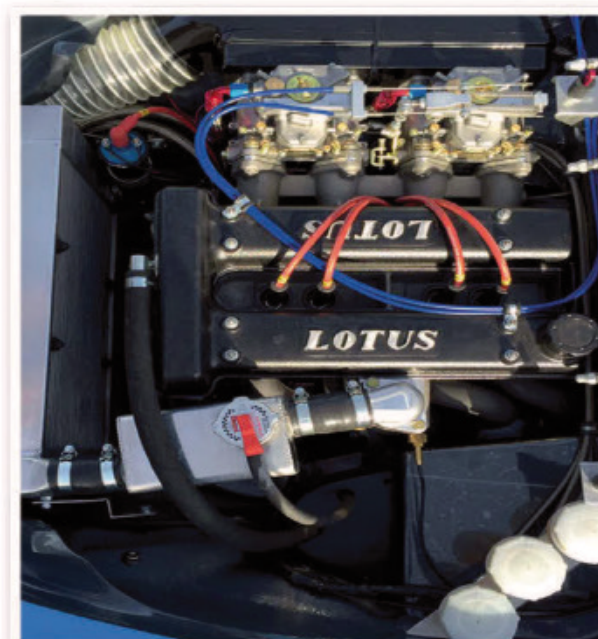
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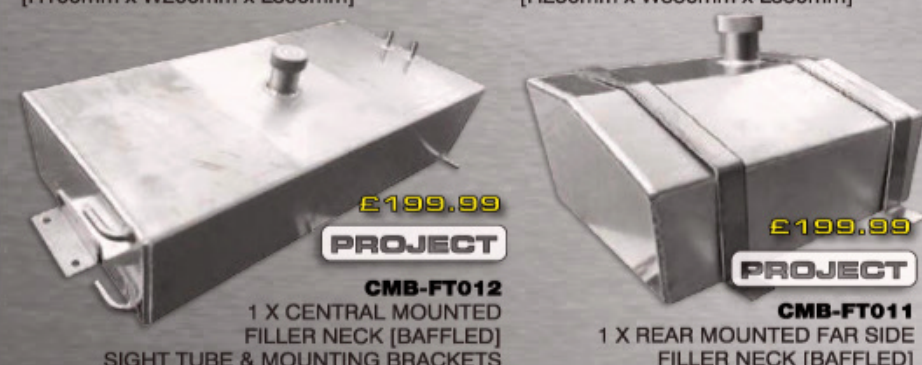
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115148

ASTON MARTIN DB7



2004, £279,000. The DB7 Zagato was introduced at the Pebble Beach Concours d'Elegance in August 2002 and later shown at the Paris Motor Show the following October. It was only offered for the 2003 model year, with a limited run of 99 cars built (a 100th car was produced for the Aston Martin museum), all of which immediately sold out. The car has a steel body designed in collaboration between Andrea Zagato at Zagato and the then chief designer of Aston Martin Henrik Fisker and features the signature 'double-bubble' Zagato roofline. Other features include a unique Analine leather interior not found on the normal DB7 and Zagato styled five-spoke alloy wheels. Europe. Please call 01993 849610, South East. (T)

114936

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114937

JAGUAR F-TYPE



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114879

PORSCHE 997 911



2010, 66000 miles, £64,999. Gen 2 997 turbo with FPSH. Basalt black with black leather interior. PDK and sports chrono. Other extras include an LSD, heated seats, sunroof and parkassist. Plenty of tread on Bridgestone tyres. Comes with a fitted Porsche cover and has an active Porsche tracker. Had the car for three years and had a major service last year at Porsche Perth. Please call 07942357932, Scotland.

114651

FORD ESCORT



1975, £30,000. 1975 Ford Escort Mk1 RS2000 (evocation)

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115056

FORD FIESTA



1981, 1000 miles, £18,000. Fiesta Mk1. GP2 Recreation Monte Carlo Rally Car. This has been a very long term project creating a Fiesta Mk1 GP2 Monte Carlo replica using a Ford 2.0 Zetec engine on Motorcylcle carburettors. Would suit Rally demonstration events / car shows, however could easily be Log booked for competition use. Images do not do the car justice at all. The car currently does not have an MOT, the car will also require shaking down and suspension setting up, also suggest carburettor set up by and experienced bike carb tuner, this is a condition of the sale! All parts are either new or re manufactured. Looks stunning with the works arches and fresh frozen white paint. Please call 07769651920, North West.

115232

LOTUS EVORA



2018, £64,995. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. Please call 07577 575770, South East. (T)

114875



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